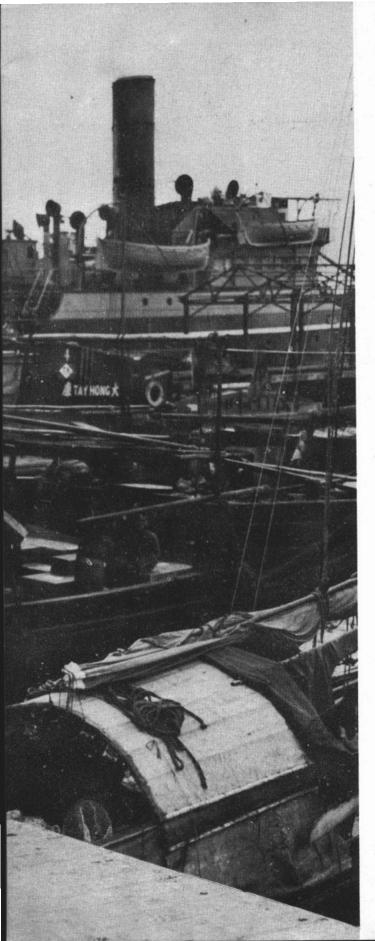
# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG NOVEMBER 1947





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NOVEMBER 1947 NAVPERS-O

NUMBER 369

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The Deputy Chief of Naval Personnel

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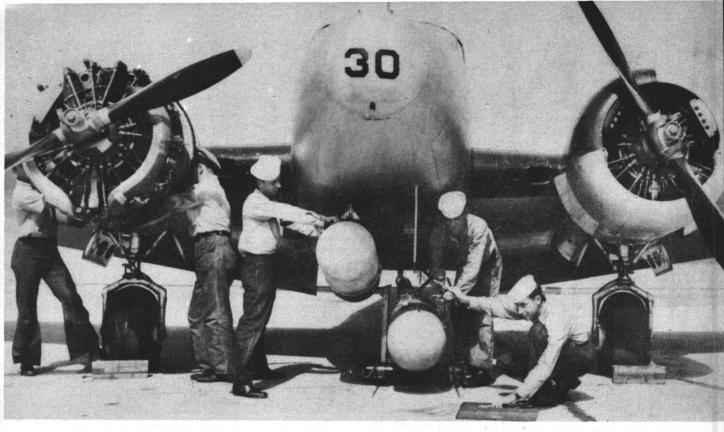
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#### 172 YEARS OF VALOR

e FRONT COVER: Marines throughout the world are commemorating the Marine Corps' 172nd anniversary in November. Symbolic of today's Marines is MSgt Tony Rosko, 53, Camp Catlin, Hawaii, who will complete 30 years' service next August. See also pp. 8-9 and p. 33.

• AT LEFT: Looking over the wares of a waterfront merchant while on liberty in Hong Kong, China, are three men serving on board USS Estes (AGC 12).

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated.



'FLYING CLASSROOM' provides work on engines, radar bomb units. NATTCenters train men who keep planes in shape.

# SAILORS WITH WINGS

T ISN'T what you used to be, it's what you are today! That hardboiled axiom has succinctly explained the downfall of sports champions, industrial empires—and military forces—and nobody realizes its truth better than the men responsible for the wellbeing of the greatest naval air arm in history, the men of the Naval Air Training Command.

To those who saw Navy planes darken the skies of Japan's coast a scant two years ago, the problem of replacement and training of personnel must have appeared far distant. But the problem was always there; it's here now—and NATC's job is to solve it.

NATC consists of four functional commands which, besides reserve training, are basic and advanced flight training and technical training, conducted at various air stations, training bases, technical training centers and materiel centers in the United States. It aims to develop the skills needed by the men who fly the planes and, just as important, the men who make the planes fit to fly.

Prospective naval fliers today are

principally midshipmen — former Naval Aviation College Program students and some enlisted men; most of the rest are Navy, Marine, Coast Guard, and Latin American officers, to a total of some 1,560 men yearly. From this group in fiscal 1948 are expected to emerge 900 Navy pilots, 50 Marine pilots, 20 Coast Guard pilots, and 50 Latin American pilots. In addition, 200 Navy aviators will have been given a 14-week refresher course in advanced training.

Of course, the program is reduced in scope from VJ-Day when there were 23,000 future fliers under instruction; but it's just as exacting as it was then. Out of every 100 students who enter the pre-flight school at Pensacola, 68 may expect to complete the entire syllabus successfully. The Navy's object is to weed out as rapidly as possible those men who for one reason or another cannot make the grade, and more than half of these failures will have occurred by the time pre-flight school and nine weeks of flight training have been completed.

That initial pre-flight stage, as it was during the war, is a rugged as-

signment. Naturally the student wants to fly, and he doesn't get a chance to, except perhaps in his sleep where he is safe for solo-unless he has an upper bunk. But he doesn't have too much chance even for that type of flying, for his numerous waking hours are occupied with a rigorous program of ground school academic work, military training and athletics. He learns what the Navy is all about in Essentials of Naval Service; in Principles of Flying he learns what keeps planes up in the air; and he learns about weather, navigation, gunnery, survival, and communications-radio, blinker and flags. On the parade ground and elsewhere he acquires discipline. Since an important purpose of the pre-flight school is indoctrination, it is logical that the ex-civilian midshipman is required to spend 16 weeks in this stage.

During pre-flight a program of physical training in swimming, gymnastics and competitive sports like boxing and basketball gets the student into about as good physical condition as he ever enjoyed. Five years ago there was a gag going around the PFSs that a cadet who

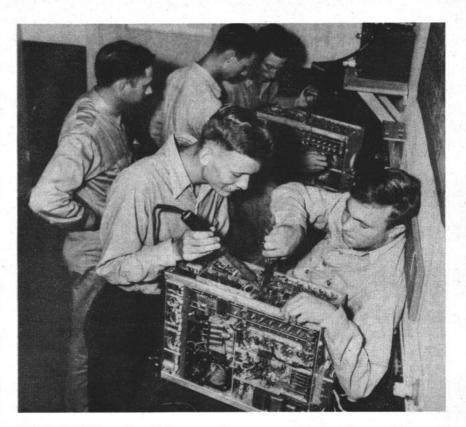
broke his leg playing football was urged to do push-ups while waiting for an ambulance to carry him off to sick bay. Needless to say it never happened—but it illustrates the intensive physical grind required of the prospective flier. Meantime he studies nights, sometimes he gets a little liberty, he eats his three squares a day—and at the end of the training period he's ready to start learning how to fly.

That's when basic begins. Half the student's day in this stage is spent in ground school-mainly advanced continuation of pre-flight subjects and a practical application of their use. But in addition to aerology, communications, engineering, navigation and survival, the student gets a thorough course in CAR (civilian air regulations) and a lot of time in training devices like the instrument flight trainer and celestial navigation trainer. Excluding athletics but including instrument trainer time, there are 521 periods of ground instruction in the 35-week period of basic training.

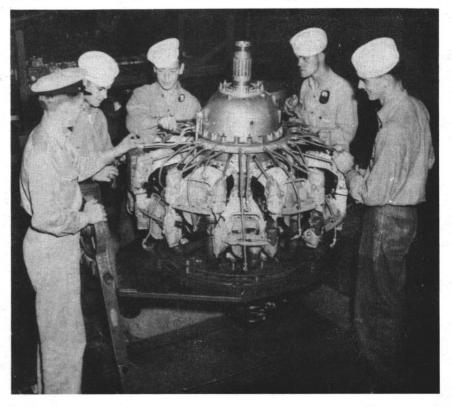
Flight training in basic totals about 215 hours, varying a little with the individual student in case he needs more time during a particular stage. Most of this time is spent in the primary stage in the SNJ Texas, a low wing monoplane, which the student solos after 19 hours of dual instruction. (As an example of the speed-up of modern air-training methods, it should be remarked that in 1940 candidates didn't even get into SNJs until after accumulating 250 hours of flight time). Some 160 hours are spent in the "J," including practice in night flying, acrobatics and instrument flying. The fledgling pilot gets primary gunnery and combat tactics next, where it is brought home to him that in naval warfare a plane is essentially a highly destructive and mobile gun platform.

Of course at this stage the students aren't cognizant of all the know-how of flying—there's the budding birdman who irritated his instructor by gazing intently skyward while in the landing circle until such time as he was about to turn into the groove. In reply to a query as to why in blazes he was looking at the sky instead of where he was going, the lad promptly explained that he had been checking wind drift by watching the movement of clouds—a bit of lore which might have been thought up by the immortal Dilbert.

The next training step is 10 hours of practice carrier field landings in the "J"; then come actual landings



CHIEFS DIRECT work of future technicians in schools of Naval Aviation Technical Training Command. Above, students take bugs out of radio equipment; below, instructor points out problems of engine overhaul.





WHOLE STORY of pilot training includes not only flying, but understanding the entire operation of the plane. Here service type engine is explained.

on a modern carrier—currently USS Wright, a CVL—on which six to 14 landings are effected. By now the student has about 172 hours of flying, after which he gets multi-engine training in the PBY Catalina and the SNB. When he gets through he's had about 215 hours in SNJs, PBYs and SNBs along with 16 hours night flying, 25 hours instruments and 20 hours of gunnery, and has checked out on a carrier. But to put it more directly, he can fly airplanes—single engine or multi-engine — off the

ground or off the water or off a carrier deck.

That's all for basic training. The next step is advanced, at NAS Jacksonville, where the pilot is to specialize in a service type plane. So far as is possible he is assigned to the craft of his choice—to single engine fighters, fighter bombers, dive bombers or torpedo planes; or to multi-engine patrol planes. The flight training in the single engine combat plane of various types consists of 116 hours, with emphasis placed on

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FIRST CARRIER takeoff provides major thrill in basic training given to student pilot. Here flier mans his SNJ gear in preparation for the big event.

the particular primary mission of the plane involved. For example, the student in VF (fighters) concentrates on gunnery flights in the F4U or F6F, the VBF pilot on bombing and gunnery in the F4U, the VA (formerly VB and VT) pilot on dive bombing in the SB2C or bombing and torpedo drops in the TBM. But many VA ("A" means attack) pilots are currently receiving instruction in F4Us, which more nearly approach the single-seater Douglas and Martin attack planes expected to replace present dive bombers and torpedo bombers.

All pilots receive an equal amount of time in both day and night familiarization, day and night formation, instrument flights, navigation flights, GCA (ground controlled approaches) and angle calibration flights; but there is some variation beyond this in the training of carrier pilots. For instance, fighters get two hours of fighter director indoctrination which pilots of other types do not receive. At the conclusion of this part of the course, all groups qualify on the training carrier in the types of service planes in which they have been trained.

The size and complexity of multiengine aircraft make mandatory more instruction time than single engine pilots need, though a good deal of it is dual instruction. Indeed, after advanced training is completed the prospective pilot of a Privateer or Mariner still has many hours of fleet experience as a co-pilot ahead of him before he will be checked out as commander of a plane. Flight training for land type Venturas is very similar to that for Privateers and Mariners, but includes eight hours of angle calibration and eight hours of rocket firing with slightly less time devoted to low altitude bombing and navigation flights.

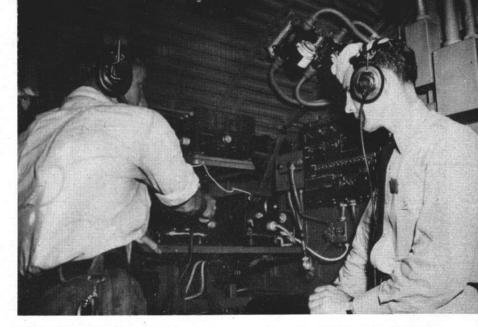
Sometimes students in this stage get the idea that they've learned all they need to know about the flying game. Like the pilot who during a dive bombing hop continually dived too steeply and began his pull-out at an unsafe altitude. After two or three such performances, though he had been informed of his mistakes each time, he started another erratic dive. This time he was interrupted by the voice of his instructor who, heading his plane out of the target area, called to the student, "Wait a minute, Tare-3. If you're gonna keep this up, wait till I get back. I'm going back to the base for a basket." Tare-3 mended his ways, it is to be hoped permanently.

Ground school instruction continues through the advanced stage with 240 class periods allotted to all pilots regardless of type of aircraft-but the work done varies considerably with the plane flown. The student works with NAMTs (naval air mobile trainers) which show him exactly how the gasoline system, or hydraulic or electrical system, of his particular plane works. And the VF boys can climb into the new F8F trainer, called by a member of the Navy's famous Blue Angels acrobatic team "the best and most realistic trainer I've ever seen." The designers of this super-uptodate contraptiona trainer with a built-in tire-screetch! -have reproduced everything in their gadget but the ability to get from here to there. For example if you lose your airspeed, watch out, brother -vou're in for that well known spin!

A small percentage of pilots upon completing the regular advanced training course are processed into VO (observation) training, which adds four weeks and a 25-hour flight training course to the normal 14-week period of advanced training. It prepares the student for duty in observation planes aboard cruisers or battleships.

So much for the men who fly the planes—but what of the problem of plane maintenance and repair, without which the most skillful pilot would be as earthbound as a penguin? That important job is entrusted to the NATTC—the Naval Air Technical Training Command, with headquarters at NATTCenter, Memphis, overseeing the activities of 31 different enlisted and 10 officer schools.

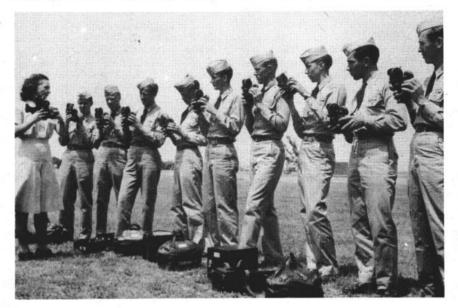
At these schools students learn the exacting duties of aviation "docters"-trouble shooters who can diagnose planes' diseases by the sound of an engine, the position of an instrument needle or the smell of a burning condenser, and who can prevent ailments as well as cure them. Incoming students at the enlisted Aviation Fundamentals school at Memphis-the first stage of training -are new recruits. Thirty per cent of all naval recruits are assigned to aviation duties, and all these men are sent to Memphis. At the AvFund school, after first learning such important items as how to work safely around planes, and the rudiments of aviation seamanship, students get a concentrated short course of instruction in practically all phases of aviation duty-a kind of liberal arts curriculum of the air with 320 hours of instruction, roughly equivalent to the number of hours the average college



RADIOMAN CHECKS out a student on operation of a PBY's radio equipment while plane is in flight. Gear carried by the big planes demands much study.

gives its students in the first term. Near the end of the 8-week training period each student makes a final choice of the rate he wishes to strike for (he's had three hours of fundamental instruction in each of the 13 aviation ratings), and although aptitude and quota needs are important factors to be considered, 70 per cent of all graduates are assigned to the "A school" of their choice. The 13 A schools, located at Memphis principally but also from along the Eastern seaboard to as far

west as Olathe, Kans., and Santa Anna, Calif., train students to make them eligible for third petty officer ratings as metalsmiths, parachute riggers, mechs, control tower operators or whatever their specialties may be. During wartime when 60 NATTC schools turned out over 360,000 trained technicians for the Navy's air arm, the country's best qualified civilian educators assisted in setting up a program embodying the latest instructional methods and devices, with the result that these schools



WAVE INSTRUCTS nine pilots in use of the sextant. Navigation is vital part of the ground school, which extends through all the stages of training.



STUDENT PILOTS come from civilian life and fleet. This trio is being briefed in mysteries of formation flying.

offer probably the best vocational training in the United States today.

After leaving the A school, the graduate joins the fleet, and after he has advanced to a second class petty officer rating with at least 18 months sea duty he is ready for a B school. B schools, centered at Memphis with the exception of the AERM school at Lakehurst, N. J., are a continuation of A school training, but the instruction is of course more advanced and includes a good deal of theory in addition to a thorough practical

course—all the requirements for promotion to the next higher grade.

Class C schools fill two functions: they provide training in specialized equipment which doesn't necessarily fit into any particular rate, and they conduct training in recent specialized developments which have not yet been fitted into the "regular" program. An example of the first type of C school is that at Olathe giving instruction for GCA personnel; the temporary type of school is exemplified by the recently disestablished jet

engine school at Memphis, which was discontinued when enough personnel were trained so that a course could be set up in A and B mech schools. C schools, in other words, don't meet requirements for an advance in rating. They are intended to train men to fill a gap in the existing NATTC program. Some of these schools currently operating are those for airship (non-pilot), atomic hydrogen and heliarc welding, Link maintenance and camera repair.

The 10 officer schools in NATTC are designed to qualify officers for control and supervisory positions as engineering maintenance officers, electronics officers, GCA officers or what have you. The program is comparable to that in the A, B and C schools, but lays more stress on theory, less on practical work.

And when you add to this nucleus of trained pilots and technicians the hundreds of Naval Reserves who are keeping their hands in flying at 22 air stations from coast to coast, you have an airforce not only potentially powerful, but one able to take off and go at a moment's notice.

Naval aviation hasn't softened up since VJ-Day. It's prepared—right now!

#### Personnel Shipping Over Select Next Duty Station

Attention is invited to the greater opportunities offered enlisted personnel in selecting their new duty stations upon re-enlisting in the regular Navy. These opportunities were announced by BuPers Circ. Ltr. 141-47 (NDB, 15 September) and reported in ALL HANDS, September 1947, p. 42.

The directive placed into effect certain measures which give men who re-enlist considerably more opportunity and choice than they formerly had in obtaining the type and location of duty they desire.

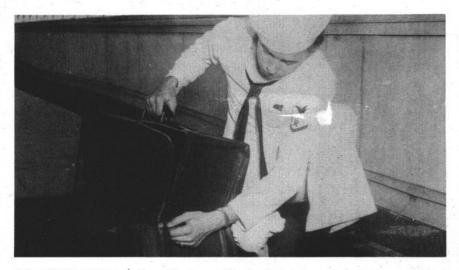
In brief, the circular letter gives

these desirable changes:

 Permits any man to re-enlist under continuous service aboard any ship in commission (or at any naval activity) which he may select.

• Allows a man who re-enlists on board a ship in commission to remain in that ship for a stated minimum period before he can be considered eligible for transfer, except at his own request.

 Adequately safeguards a man who has completed a tour of duty beyond the seas from being returned involuntarily to that form of duty within certain time limits.



ACCORDION-TYPE, collapsible box with plastic reinforced ends is one of four designs for a modernized seabag for the general use of naval personnel.

### **MODERN SEABAG**

**S**EABAGS, as traditionally Navy as bosn's pipes, are due to have their faces lifted.

Design of a new bag is the problem facing a committee composed of representatives of BuPers, BuShips, BuDocks, BuSandA and CNO.

Four designs have been selected by the committee as those most likely to meet the requirements. Trial bags of these designs are now under actual travel and laboratory tests. They are:

• A collapsible, accordion-type box with plastic reinforced ends, one side of which acts as a lid and is closed by a zipper.

- A fabric suitcase which can be laid open or hung up open, having a zipper down both ends and around the bottom.
- Two duffle-type bags, one resembling the present Marine Corps' clothes carrier, and the other similar in general but with a carrying strap, golf bag style, in addition to the handles. Both have zipper closures and side pockets for personal traveling effects.

Enlisted men traveling on orders keep the test bags in a shuttle service, and comment at their journey's end on the advantages and disadvantages of the bag type used.



GOLF BAG version, featuring side compartment, is made of leatherette fabric. Note the handy carrying strap.





COTTON TWILL suitcase (left) can be laid open or hung up. The duffle bag (right) is made of plastic-coated fiber-glass.

**NOVEMBER 1947** 



FIRING machine guns (above), assaulting beach (above, right) and descending cargo nets (below) are highlights of training given the MarCorps Reservists.





### RESERVE

N HUNDREDS of communities from coast to coast—from the shores of San Francisco to the halls of Tammany, you might say—there'll be 100,000 Marine Reserves enlisted and ready for action after 30 June 1948 if Marine Corps Reserve recruiting plans work out.

Of this figure, 30,000 enlisted men are sought for the Organized Reserve, with 70,000 ticketed for the Volunteer Reserve. Present enlistments show 7,000 ground personnel and 5,500 airmen in the Organized Reserves in addition to 12,000 ground and air personnel in the Volunteer group. Numbers for the Women's Reserve—all in Volunteer status—stand at 700 officers and 1,300 enlisted.

The recruiting drive, scheduled to start 10 November, the Leathernecks' 172nd anniversary, will be most concentrated in approximately 82 cities where Organized Reserve units have thus far been set up, and will come to a climax during Marine Corps Reserve Week, 12 to 18 January.

Most Organized Reserve units will share armory space with similar groups of Naval Reservists. The Navy enters into the picture further through complements of Naval Reserve medical officers, pharmacist's mates and hospital corpsmen assigned to each Marine group.

The Marine Reserve, or Citizen Marine Corps, offers to this select fighting force a program of training similar to that of the Navy, providing



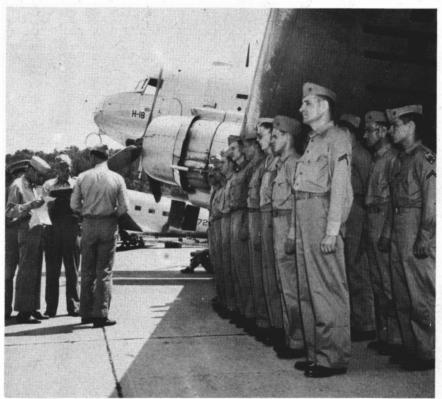
### **MARINES**

former Marines and qualified new members a peacetime program of technical training, education and recreation, and like the Navy requires weekly instruction periods. Volunteer Reserve members may within quotas apply for active duty training along with the Organized Reserves.

Organized Reserves receive one day's pay for participation in weekly drills, and all Reserves are due active duty pay, allowances and travel expenses for attendance at summer camps.

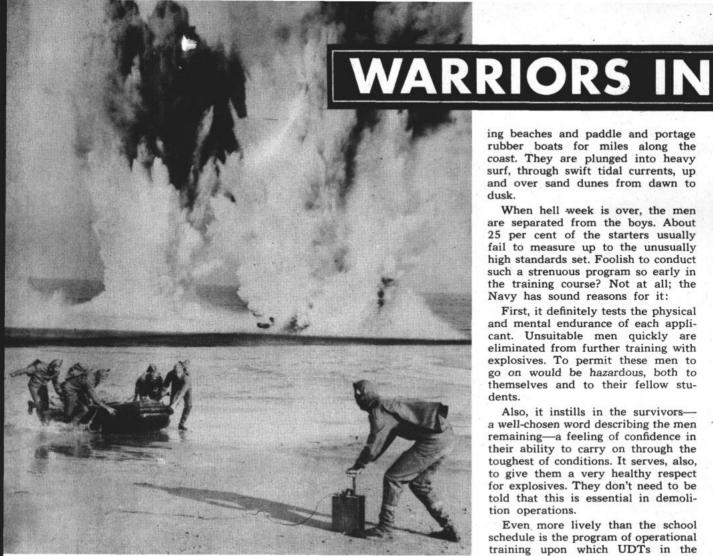
Upon joining the Reserve all former Marines are entitled to the rank they held at time of discharge, and veterans of other armed services may be appointed in ranks up to the equivalent of their former ranks. Male non-veterans must be between 17 and 32 years of age; vets may subtract years of active duty in any service and years of inactive duty in the MarCorps Reserve to reach the top figure. At present only former Women Marines are eligible for the Women's Reserve.

Currently in operation are 19 infantry battalions, five 105 mm. and four 155 mm. howitzer battalions and two amphibian tractor battalions. One tank battalion at San Diego, Calif., and a single engineer battalion at Baltimore round out large organizations of this type. In addition, there are six engineer companies, two signal companies, 23 aviation fighter squadrons and eight ground control intercept squadrons.



LINED UP to board plane enroute to active duty station are Marine Air Reservists (above). Men of howitzer battalion (below) fire weapon during training.





'FROG MEN' scamper as charge goes off to clear away underwater wreckage during exercises off a training beach at Naval Amphibious Base, Little Creek, Va.

RADUATION exercises have been given a new meaning by students at the Navy's underwater demolition schools.

Instead of test papers and pencils, these hardy sailors equip themselves with swimming trunks and face masks, and slip rubber fins on their feet.

Then for two weeks these "frog men" undergo gruelling assault problems. Night after night, loaded down with explosives, the students swim into beaches on which are built antiboat and anti-tank obstacles. Swiftly they glide through the black water, plant their charges and clear the beach of all obstructions to landing.

That's graduation for the "warriors in trunks," the men who in World War II went in ahead of assault forces to clear mines and underwater obstacles from the path of landing craft.

If you think graduation is tough,

take a look at the arduous training which preceeds it. Volunteers for underwater demolition team duty, first of all, must be in excellent physical condition-an understandable requirement. They must be good swimmers and must evidence no fear of explosives. Upon reporting for training they are thoroughly examined physically, then are given a short period of physical conditioning. By this time they are beginning to realize the importance of physical fitness in their chosen work. A strict screening process, aptly called "hell work," follows.

The candidates are sent through swamps, mud, surf and tangled undergrowth, harrassed by exploding charges and unseen booby traps until they almost fear to move. Then they have the ground blown up under them to make them move. They endure long forced marches along training beaches and paddle and portage rubber boats for miles along the coast. They are plunged into heavy surf, through swift tidal currents, up and over sand dunes from dawn to dusk.

When hell week is over, the men are separated from the boys. About 25 per cent of the starters usually fail to measure up to the unusually high standards set. Foolish to conduct such a strenuous program so early in the training course? Not at all; the Navy has sound reasons for it:

First, it definitely tests the physical and mental endurance of each applicant. Unsuitable men quickly are eliminated from further training with explosives. To permit these men to go on would be hazardous, both to themselves and to their fellow studente

Also, it instills in the survivorsa well-chosen word describing the men remaining-a feeling of confidence in their ability to carry on through the toughest of conditions. It serves, also, to give them a very healthy respect for explosives. They don't need to be told that this is essential in demolition operations.

Even more lively than the school schedule is the program of operational training upon which UDTs in the Atlantic and Pacific have embarked. Their heroic work in World War II earned them a rest, but they're not taking it. "Fire in the hole," cry of the demolitioneers, is heard frequently these days on coastal beaches, and the shattering roar of demolition charges heralds their peacetime training. The UDTs are busy training their replacements, trying out new methods and equipment and testing explosives.

The transition from war to peace was no easy task for UDTs. Reduction in strength at the end of the war apparently eliminated these units as effective elements of the amphibious forces. This cut took the strength from 30 teams with a total complement of 3,000 officers and men down to only four teams with a complement of seven officers and 50 enlisted men for each of the four teams.

However, Commanders, UDTs, Atlantic and Pacific, were reluctant to allow the hard-won experience of combat veterans to be lost in the shuffle. Thus, an equal distribution of key

# TRUNKS

personnel was effected to the Atlantic and Pacific amphibious forces.

Although small, these units are specially skilled. They are carrying on a most active schedule. The rugged training programs discussed earlier have been instituted under the amphibious training commands in the Atlantic and Pacific. Schools are established at Little Creek, Va., and at Coronado, Calif. The instructors are veterans with the necessary "know how." They are producing physically and mentally capable men, high-spirited and capable of conducting any task in or under the water.

The duty still is classified as hazardous, since high explosives are used throughout training, during tactical operations, in research and development tests and on such assignments as sinking a derelict or chan-

neling through a sandbar.

However, there is no extra pay for returning the toothy grin of a shark or barracuda, for swimming to seaward in the face of a thundering surf, or for swimming up to a "missfire" to discover why 2,000 pounds of TNT didn't detonate. It's apparent that men of the UDTs like their work for the duty alone.

Before looking at the training schedule more closely, let's glance at the primary missons of UDTs in war-



CHANNEL BLASTING, a post-assault mission, is being carried out by these UDT men who are paddling an explosives-laden rubber boat in to the training beach.

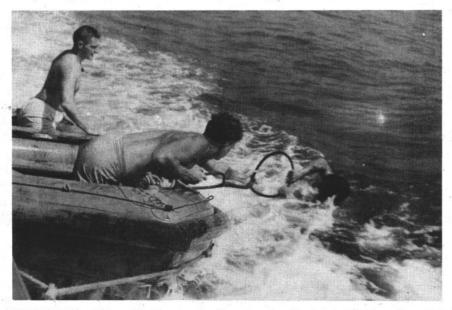
time—upon which the training program is based. These missions are to:

• Conduct a pre-assault hydrographic reconnaissance of the objective area. This may be done secretly at night from a submarine, or in broad daylight under cover of heavy naval gunfire support, as was customary in the Pacific.

 Remove obstacles to landing which may be found by reconnaissance. The demolition mission may be incorporated in the first assault waves, as was the case at Normandy. However, on the beaches at Balikpapan, the UDT reconnaissance disclosed obstacles along miles of beach front of a density of one each yard. The obstacles were of heavy driven pilings, cross-braced by bolted timbers and interlaced with steel rope and barbed wire. It required two days and nights of demolition operations prior to the assault, using 10,000 pounds of explosives, to clear 2,000 vards of the beach.

After the landing has been made and the beachhead secured, the frog men continue to clear obstacles, blast channels, remove wrecks from the beach and perform other assignments required by the beachmaster.

It's easy to see that a very comprehensive program is needed to train men to be competent in conducting such missions under generally unfavorable conditions and heavy enemy fire. The basic training curriculum consists of 56 subjects which must be assimilated in two intensive months of training. The two weeks of assault problems follow. They are designed to make the student use his own judgment, apply the information he has been given and work out his own



HIGH-SPEED pickup of swimmer who has completed mission is effected by men in rubber boat towed alongside landing craft. Using snare makes job easier.



course of action. Generally conducted at night, these assault problems are the culmination of long hours of lectures, demonstrations and practical work.

A unique feature of the training given the personnel of UDTs is that officers and men are trained together as a unit. Although officers direct and lead their men, they assist physically in all phases of the operations. Also, they go through the same physical drills and long conditioning swims. A close relationship is thus established between officers and men.

The very nature of their work, however, demands strict discipline. Personnel of the UDTs never have been found wanting in their response. In action they faced heavy enemy gunfire and suffered severe casualties, yet they never failed to swim in to the beaches to clear the way for following assault waves. Terrific casualties were suffered by demolition teams at Omaha Beach, Normandy, where 41 per cent of the men were knocked out of action in the first half-hour. The teams stayed on the job. In spite of the loss of demolition equipment and "swim buddies," they blew six complete gaps through the bands of cleverly-constructed German obstacles.

Following basic training, men are assigned to teams for regular duty and are embarked on APDs for training afloat. This period generally is of the nature of an amphibious force operation, conducted under combat conditions. During their first taste of this type of operation, the newlyveteran team members.

Men then are screened for aptitude and are sent to fleet and amphibious schools for specialized training in mine and bomb disposal, diving and salvage diving, photo interpretation, cartography, electronics, amphibious intelligence, photography, naval gunfire support and such other courses as will develop the special skills required of them in amphibious warfare.

Each UDT is a commissioned unit. It is self-sustaining in that it conducts its own supply, medical, communications and other administrative and operational functions in a manner similar to that of a naval vessel. Essentially, however, it is a combat team, highly trained to carry out specific missions of a pre-assault or assault nature. This makes its responsibilities necessarily great in wartime. Thorough training and careful screening has made it possible for personnel of all ranks to execute all assignments.

As early as the Revolutionary War, this nation showed promise and ingenuity in conducting audacious aquatic attacks by small submersible units. Our infant Navy attacked formidable British men-o-war in our harbors with underwater torpedoes. In more recent years, foreign nations developed equipment and methods of attack by such means as swimmers, human torpedoes, limpeteers and midget submarines.

Considerable attention has been given by the U.S. Navy to a study of the methods used by these foreign nations in underwater attack, and the lessons learned are being evaluated for our own use.

During the days of early amphibious operations in World War II, the need was seen for an organization capable of detecting and removing obstacles-natural and manmadefrom assault beaches prior to H-hour. As a result, the U.S. Navy's first underwater demolition team was organized.

Volunteers for duty with that first group were called on 6 May 1943. It was composed of Seabees from the NCB Training Center, Camp Peary, Va., who were chosen because of their knowledge of blasting with commercial explosives. While this small group was taking part in the invasion of Sicily, a formal training base was being established at the Amphibious Base, Ft. Pierce, Fla.

The first curriculum for the school at Ft. Pierce combined rigorous physical training with studies of methods to remove or destroy obstacles of any nature that might be encountered by our troops in assault landings on an enemy-held beach. As the war progressed, the lessons learned by the UDTs in action were translated into improvement and augmentation of the training being given new teams. Early operational procedures called for a team of one officer and five men to operate from a rubber boat at night, transporting explosives to the beach and placing them with time fuses to destroy obstacles. Later, due primarily to a lack of extensive obstacle construction by the Japanese, demolition work became secondary to reconnaissance and hydrographic duties for UDTs.

This detailed intelligence of landing beaches was of great value to the assault forces. At Iwo Jima, for instance, there were no beach obstacles, but extensive soundings of the beach were required to verify the landing sites for LCTs and LSTs. The teams operating there were given such splendid close-fire support that only one casualty was suffered.

The reconnaissance and hydrographic duties called for UDT men to operate in daylight, swimming to the beach under cover of naval gunfire and air support to obtain vital information regarding enemy dispositions and hydrographic considerations. Since the five-man teams were too small to carry out such missions, they were swelled to 13 officers and 87 men.

In carrying out his reconnaissance, a swimmer would be dropped off a fast-moving landing craft. He would proceed on his own toward the beach. As the frog man approached the

shore, he estimated the depth of the water, height of surf, contour of the bottom, the current, firmness of the beach and the beach exits. He also scanned the shore for pill boxes and gun emplacements. When swimming back from the beach he checked his hydrographic information until picked up by the same boat that had dropped him off. If he had noted any obstacles, mines or reefs, explosives carried in by swimmers were used to destroy them. The charges would be placed, primed and set to detonate after UDT men had cleared the area.

The peacetime work of UDTs has been demonstrated vividly in amphibious exercises staged on both coasts. The underwater teams have amazed high-ranking officers who were unfamiliar with their work. The frog men also have been busy conducting detailed hydrographic surveys of Atlantic, Pacific and Carribbean landing beaches, obtaining information required by amphibious intelligence officers to plan amphibious operations.

A team participated in the Atlantic Fleet tactical exercises in Carribbean waters last winter. Frequently, they swam in company with sharks, barracuda and schools of rainbow-hued tropical fish. One of their thrills was to round the edge of a coral reef and come face to face with one of the denizens of the deep. Usually "permission to proceed on duty assigned" was formally waived by both parties and UDT swimmers lived up to their nickname of "human torpedoes."

Underwater demolition personnel have been made available to BuOrd and BuShips for special tests of denolitions. Shortly after arriving on the East Coast, a team reported to the Naval Powder Factory, Indian



HEAVY SURF poses little problem for UDT men. Swimming and demolition exercises are stressed, but launching rubber boats is important phase of training.

Head, Md., to conduct tests of the effects of explosives on underwater sections of ships.

Later, this team traveled to the Antarctic with Operation Highjump. Ice proved no obstacle to the men trained to destroy the most formidable barriers of steel and concrete that can be devised. Questions concerning the effects of frigid water on UDT operations were settled for all time. Clad in special clothing, the frog men pushed aside ice floes and swam for 20 minutes in water 28 degrees Fahrenheit.

Today, the underwater demolition teams are training the finest group of long-distance swimmers in the world. These men are capable of swimming for miles and hours in the roughest of seas. They can conduct their missions in any water conditions, from pole to pole.

With such splendid material to work with, we may see UDTs employed not only as the "beachcombers" of the amphibious forces, but as special combat units, armed and equipped to attack any type of enemy vessel or defense. With their special kills and training, together with new items of equipment stemming from developments in science, they comprise an organization unique in the peacetime Navy, and of extreme value to the amphibious forces.

Perhaps this value can be summed up best in the following words about the achievements of UDTs, spoken by ComCruDiv 4 after the Leyte Operation in World War II:

"The results achieved by these underwater demolition teams are far above anything that anyone, not informed, might imagine. It seems incredible that men in small boats, and men swimming, should be able to close a heavily defended hostile beach in broad daylight to almost the high water mark without receiving such severe damage as to make their operation a failure. That they are able to do so is due not only to the gunfire and plane barrage, but to the skill and intrepidity of these men themselves. When one watches them perform under the gunfire of the enemy, one cannot fail to be impressed by their boundless courage. The nation's future is safe when it is defended by such men as these."

- WAY BACK WHEN -

#### Mates Were Sailors With Lots of Duties



The word mate comes from the French word matelot, meaning sailor. In the days of old a commanding officer would appoint one man as mate of the ship. Although he was a petty officer, he was classed with warrant officers. The commanding officer could revoke the appointment anytime he deemed necessary.

The duties of mates in those days were many and varied, chief of which was the stowing and discharging of cargo. They were also responsible for the cleanliness of the ship, taking care of boats and being mate of the deck.

As time went on boatswains, gunners, machinists and other petty officers became known as mates.



DEATH AFTER DARK was what these black coated PBYs meant to Jap sailors. Primarily for reconnaissance, they did effective wartime job of night bombing.

THE MEN aboard the slow moving Japanese merchant ship sensed something in the air. Their tired eyes strained suspiciously toward the darkened sky, but they could see nothing.

Suddenly, a Jap heard what he thought to be the wind whistling through the struts of a gliding airplane.

He wasn't given much time for thinking, for in the next second a huge black object passed over the ship, the roar of engines pierced the

Four seconds later, as the Japanese sailors madly scrambled toward their battle stations, their ship blew up from the devastating effect of a U.S. bomb.

Several miles away, the pilot of a ponderous "Black Cat" grinned jubilantly at the co-pilot and said: "Scratch another Maru."

The scene was repeated time and time again in the far Pacific. Seemingly from out of nowhere would appear bomb and torpedo laden Black Cats - PBYs that rained death and destruction upon enemy forces. Performing a variety of assignments, Black Cat squadrons carved an important niche in naval aerial warfare.

The evolution of the Black Cats dates back to the early stages of the war in the Philippines and Dutch East Indies. Here, where the enemy

frequently attempted to move troops and supplies under the cover of night, the slow speed of the Catalinas became an asset and darkness provided protection for their vulnerability. With a coating of special black paint and equipped with radar, it was obvious that these planes should be dubbed "Black Cats." The Black Cats made reconnaissance a 24-hour-a-day

The originators of the Catalina may never have dreamed of the variety of jobs the plane would be called upon to perform. Probably it had never entered into their minds that the huge and clumsy flying boat would be used for dive bombing. Yet, over Kiska in the Aleutians, Black Cat pilots would force their plane to dive on Japanese shipping with incredible success.

Rumbling through the soup-like Aleutian weather, the Black Cats would dive at enemy shipping at the unheard of speed (for PBYs) of 250 knots, shaking and vibrating the plane near the danger point. With no special bombsight installed, the bombs were dropped by the seaman's eve method. Though not always accurate, these diving tactics accounted for many sunk and damaged Japanese

Pulling the plummeting juggernaut out of its dive was something that called for powerful muscles. Pilot and co-pilot would both heave back on the yoke to pull the plane out of its dive. Once recovered from its ordeal, the aerial workhorse's panels would be flapping like a seagull's wings. It still remains a mystery how the PBYs were able to hang together after having been subjected to such terrific punishment.

Not built for aggressive warfare. the Black Cats were unsung heroes of the war, bombing and strafing enemy ships and installations with the same vigor and vitality as our fast flying attack planes. The daring exploits executed by Black Cat pilots were unparalleled.

Attacking Japanese shipping, Black Cat pilots came in at masthead level. They became so adept in this type of bombing that some of the pilots were inclined to be too eager in their work. One pilot returned from a mission with part of the mast from the Japanese ship he had sunk still hanging intact on the Catalina's wing.

This prompted the commanding officer to pen a jovial warning to the pilot, advising against future "ramming of ships by aircraft."

Setting the pace as patrol bombers, the Black Cat Catalinas were employed effectively in making torpedo runs on enemy shipping. At several instances they made successful torpedo runs on Japanese warships, especially up "The Slot" when intercepting "The Tokyo Express."

To the Black Cats go the credit for having carried out the first nighttorpedo attack on Japanese shipping. Just before the Battle of Midway, four PBYs were sent out to attack a Japanese force consisting of two columns of large ships, flanked by smaller vessels on all sides. This first night torpedo attack scored another brilliant success for the Cats. Hits were scored on two of the ships, one of which, a troop transport, later sunk.

The work performed by the twinengined Black Cat patrol bomber became legendary throughout the world wherever an aviator or person interested in aviation was present. The saga of the famed "Black Cat" squadron, Patrol Squadron 12, and Fleet Air Wing 10 (previously known as PatWing 10) contains an endless amount of heroic deeds performed by these hard working flying boats.

Black Cats will live forever in the annals of American aviation history.

### THEY BRING LUCK

WORK horse and backbone of the U. S. Navy patrol bombers, the PBYs, are on the way out of the aviation picture.

Leading Navy patrol plane for the past decade, the ponderous Catalina flying boats are now designated as second line aircraft. With the production and advancements of newer aircraft, it is no longer necessary to maintain a large fleet of PBYs. The pride of the patrol squadrons has fulfilled its mission—it has served its purpose, and served it well.

To term the famous Catalinas as obsolete planes might seem a cruel and unwarranted statement. Former PBY crews are still maintaining that their baby is still "the best damned plane in the Navy." But time and progressive aviation developments show no mercy. The PBYs must step aside and give way for bigger, better and more advanced planes. Sentimentality has no place in aviation.

Called Catalinas by the British, the PBY flying boats later gained fame in the early Solomons fighting as the "Black Cats." No other type of airplane has ever been asked to perform so many diversified duties as did the Catalinas during the war. In addition to being used as a patrol boat, for which it was originally designed, it hauled mail and freight, dive-bombed and launched torpedoes, provided aerial escorts of convoys, rescued downed aviators, maintained antisubmarine sweeps and conducted special searches and "hot-spot" coverages.

Long before the United States entered World War II, the PBYs were conducting a vigilant watch to see that the belligerents did not imperil our neutrality. Especially was a watchful eye kept on Martinique.

As long as the aircraft carrier Bearn and pro-Nazi Vichy French units were at the conveniently located. Caribbean island, it represented an ever-present danger to our eastern shore defenses and the Panama Canal. Patrols were also conducted down the coast of the Latin Americas, Nazi activities and German operated airlines and airfields in the Latin American countries always were a dangerout threat to the Panama Canal. These patrols may have seemed unimportant at times, but they were of tremendous importance to our national security.

Before the war had been brought

home to the American people, Catalinas had already established themselves as combatant aircraft "par excellence."

It was with the British that the Catalinas received their first war experience. They found the huge patrol craft to be of indispensable value when searching for Nazi U-boats and other units of the German fleet.

The Catalinas first made the war headlines when one of them located the German battleship *Bismarck* steering toward the Bay of Biscay on 26 May 1941. Air and surface forces were given the location, and the British got a sweet revenge for the disastrous defeat suffered by HMS *Hood*.

As German U-boat warfare increased in the Atlantic, the Catalinas became our first important antisubmarine weapon, patrolling over shipping lanes, dropping depth charges on the enemy undersea raiders.

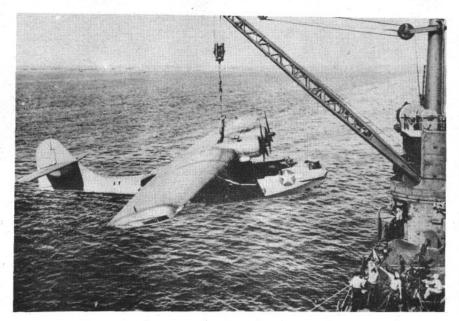
They made daring attacks on U-boats cruising on the surface. Amidst antiaircraft fire they dived in and dropped destructive depth charges upon the Nazis. One PBY found a German submarine in the West Indies loafing along with her crewmen on topside, sunning themselves. Flying at 4,500 feet, the pilot dived down upon the surprised Germans. Level-



ON BEACH in Pacific, big Catalina taxis under palms as men-of-war ride at anchor, dimly silhouetted on horizon.



TO THE RESCUE of rescuers goes whaleboat of U. S. destroyer, as PBY is forced down at sea. During war Cats picked up hundreds of men in distress.





BIG CAT is hoisted aboard seaplane tender by giant crane (left). At right, PBY aircrewman grabs a bite on the job.

ling off at less than 100 feet the plane machine-gunned the sun-bathing sailors and dropped two depth charges that sent the sub down to

Davey Jones' locker.

During the African invasion a Catalina intercepted a German Focke-Wulf 200 making an attack on an Allied convoy destined for the African coast. In the ensuing "dog-fight," the PBY proved to be the stronger. Riddled with bullets and trailing smoke, the German plane abandoned the fight in favor of the ponderous Catalina.

When the Catalinas first came to the South Pacific, fighter pilots were inclined to scoff at the comparatively awkward flying boat, and dubbed it "Dumbo, the Flying Elephant." However, this attitude soon disappeared when the "Dumbo" rescue operations proved invaluable in saving the lives of the aviators who had been shot down in the enemy waters.

At first the PBYs were sent on "Dumbo" rescue missions only when pilots would report the approximate location of shipmates known to have been shot down. Later, as the aerial warfare progressed in the South Pacific, PBYs were sent out to circle near the scene of a raid in search of possible downed Allied aviators.

Rescue operations were often conducted under the most hazardous conditions, and it was indeed miraculous that no rescue personnel were lost in such operations. The bravery and esprit de corps of the PBY rescue crews became legendary.

It was often that the Catalinas had gone in under fire from enemy shore batteries to rescue pilots. Fighter escorts were usually provided during such work to keep enemy planes off at a safe distance.

In the Straits of Yucatan during the summer of 1942, a PBY rescued 21 torpedoed merchant seamen, and up at the cold Arctic zone, another PBY landed twice on glacial pools to carry away to safety the stranded crewmen of a Flying Fortress.

One brilliant rescue was performed at Kavieng on 15 Feb 1944. A PBY under fighter cover, had been dispatched to rescue the crew of a B-25 that was down in the water. Arriving over the harbor, the "Dumbo" rescue plane found not only one downed plane, but five. Fighting rough and choppy sea, the PBY pilot made four separate landings before he had effected the safe recovery of the five B-25 crews. With 24 persons aboard, the PBY labored heavily when making the last takeoff in the heavy swell. It was overloaded, but the rescue was performed safely.

It was a PBY, patrolling away from Midway, that spotted and reported the onrushing Japanese task force, planned to attack the island. Had it not been for this alert PBY the battle of Midway might have taken another turn, prolonging the Pacific war.

A PBY plane returning from a patrol run at Dutch Harbor made a discovery that proved to be of tremendous value to our aviators fighting in the Pacific. Sighting a crackedup plane at Unalaska, the PBY flew closer and identified its discovery as a Jap "Zero" fighter. A salvage party

was dispatched to the location, and the "Zero" shipped to the United States, where it was put into flying condition. From tests valuable information was discovered concerning the performance and flying characteristics of the Jap fighter.

On antisubmarine patrol for a task force, a Catalina spotted a torpedo track directly for our large battleship, uss Pennsylvania. The PBY warned the ship immediately by radio and cooperated with destroyers in tracking the enemy sub and attacking it. The submarine was believed to have been sunk.

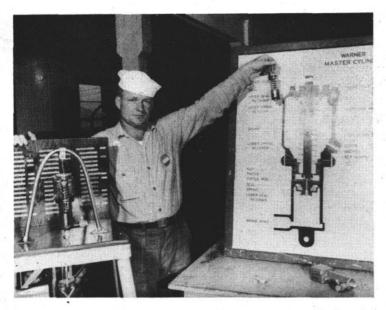
Although scheduled for retirement, there are still about 400 PBY planes in use by the Navy. Scattered throughout aviation activities, these remaining PBYs are being used mainly as station support, for hauling and training purposes.

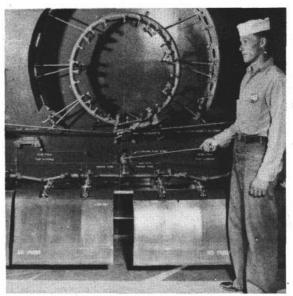
With the Coast Guard the PBYs are still holding their own, being used primarily for air and rescue operations. In this category, the Army Air Forces are maintaining 24 PBYs (here called OA-10), 17 attached to the Air Weather Service, seven employed by the Atlantic Air Transport Command.

The beginning of the end of PBYs dates back to 27 Sept 1945. On that day, at Consolidated aircraft plant in New Orleans, La., the last of these famous patrol bombers—a PBY6A rolled off the assembly line.

The exploits of the PBYs have been written into the history of aviation's Hall of Fame. Nothing more remains to be said.

Mission has been completed.





NEW RATE will include knowledge of master brake cylinder (left) and installation of landing flap cylinder (right).

## TRAINING FOR NEW RATE

AN eight-weeks' course in hydraulic instruction has been established at the advanced aviation metalsmith school, Naval Air Technical Training Center, Memphis, Tenn., for men who will be eligible to become aviation structural mechanics under the new rating structure.

The new rating of aviation structural mechanic (AM), announced in ALL HANDS, March 1947, p. 60, will combine the functions and duties of the present aviation metalsmith (AM), aviation machinist's mate hydraulics (AMMH), and aviation painter (PTRV). It will be necessary for personnel in these rates to acquire the necessary knowledge and skill before transition to the new rating can be made.

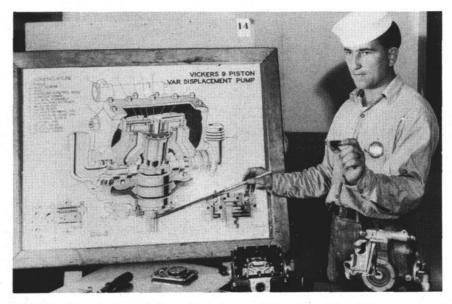
Instruction in the course for the first 40 hours includes an introduction to hydraulics and the basic operating principles. The next 200 hours are devoted to a study of the types, location, function and maintenance of units in the hydraulic system. Complete hydraulic systems are studied for 40 hours, followed by 40 hours of trouble shooting and line maintenance.

The new rate of aviation structural mechanic will be composed mostly of present aviation metalsmiths who will be required to know how to service, maintain and overhaul aircraft hydraulic equipment. For aviation metalsmiths who graduated

from the advanced aviation metalsmith school before the hydraulics course was added and those who have never attended the school, a special course has been instituted which allows them to take the eight weeks of hydraulics training along with the regular students.

Quotas for the eight-week course are voluntary. This presents an excellent opportunity for COs with a shortage of men trained in hydraulics to obtain them in a relatively short time, as all aviation metalsmiths who are assigned to the course by quotas from BuPers are, upon completing the course, immediately returned to the units from which they came.

Commanding officers may request a quota from BuPers for men to attend the aircraft hydraulics maintenance course.



LEARN by doing is stressed throughout course which will enable aviation personnel to change rates. Instructor points out coupling on chart as he disassembles pump.

# THE WORD

#### Frank, Authentic Advance Information On Policy — Straight From Headquarters

RECREATION funds will be administered more easily and effectively as a result of supplemental regulations which have been issued to commands by BuPers.

The regulations, which supplement SecNav directives governing Navy and MarCorps recreation funds, have been disseminated as an enclosure to Bu-Pers Circ. Ltr. 152-47 (NDB. 15

August).

"Recreation Funds" supersede and replace non-appropriated funds previously known as "Welfare Funds, Non-Appropriated," and Commanding Officers "Ships' Store Profits" fund. The supplemental regulations are intended to insure adequate and proper administration of recreation funds, and to:

- Encourage and promote through careful planning, an expansion and development of recreation facilities and recreational programs within the Navy up to a point of acceptable and
- adequate standards.

   Control the utilization, accumulation, distribution and administration of all recreation funds. From time to time it may be necessary to effect direct transfer between various recreation funds of amounts in excess of per capita limitations that may be established, or to levy general assessment on funds.
- Assist in the establishment and maintenance of command recreation funds under appropriate administrative commanders, and by such decentralization provide a ready means of promptly executing the administra-

#### Change of Address Cards No Longer Sent to FRO

Alnav 180-47 provides for the discontinuance of sending change of address cards and copies of personnel diaries to the Fleet Records Office in San Francisco, which was disestablished on 1 Sept 1947.

All ships and stations will continue to send their first copy of the daily personnel diaries to the various personnel accounting machine installations in accordance with current instructions.

tive functions in connection with recreation of personnel within these commands.

· Assist ships, stations and independent activities of the Navy in establishing and maintaining local recreation funds. The welfare and recreation needs of dependent units. such as staff personnel afloat or organization units attached to ships or bases, shall be provided for from funds of the ship or station on which they are based. The personnel count of these dependent units shall be included in computing the number of personnel on board, or authorized personnel allowances as prescribed in the new instructions. When such dependent units are separated from the base for a long period of time to operate as independent units, they are authorized to maintain recreation funds

The circular letter also lists the commands authorized to establish command recreation funds, and gives the form for monthly financial statement of ship or station (local) recreation fund.

• **SURPLUS** war material worth \$61,300,000 has been donated by the U. S. Navy to educational institutions throughout the country in the past three years.

During the same period, almost 20,000 schools, colleges and universities have benefitted from this program.

Included among the varied items were boats, tools, machinery, boat equipment and obsolete aircraft. All of these articles are to be used in vocational training courses.

During the three-month period ending 30 June 1947, \$20,300,359 worth of material was donated. This was higher than for any other corresponding period since the program began.

The Navy, in collaboration with the U. S. Office of Education, has for the past year been seeking donable property, and approving applications for surplus equipment from educational institutions.

Maintaining field reresentatives throughout the country, the Office of Education has been in touch constantly with major naval activities. In turn the Navy withholds the donable property until the Office of Education certifies the application from the eligible claimant. Under these conditions all institutions can share equally and fairly in the distribution of these items.

 POSSIBLE REVISION of the present retirement pay system is the study being undertaken by a subcommittee of the Joint Service Pay committee.

One of the main points under consideration is a possible change in the present system regarding the advantages of receiving direct contributions from personnel into the retirement fund.

"Since the present system is nonparticipating, certain aspects may be considered defective as compared with a participating plan," Vice Admiral W. M. Fechteler, USN, senior member of the pay committee, said.

In retirement funds for other governmental bodies—such as civil service, foreign service and Congressional employees—contributions are made directly into the fund by deduction from payrolls.

"The fact that service personnel do not contribute a definite percentage of their pay toward retirement has permitted widely varying estimates as to the value of the existing retirement rights. This in turn has been a factor in the reluctance of higher authority to support efforts looking to upward pay revisions in recent years," Vice Admiral Fechteler said.

Because service retirement privileges have always figured in considerations of pay schedules, every

#### Guam Wants Navy Rule Until Rehabilitated

A joint resolution that naval government be continued "until such time as Guam and her people are fully rehabilitated and the economy of the island is fully recovered" from the effects of the war was voted by the Congress of Guam.

The resolution was unanimously adopted by a joint session of both legislative bodies in the Guamanian government. Rear Admiral Charles A. Pownall, USN, ComMarianas, was asked by the Congress to forward the resolution to President Truman and other governmental departments and agencies in the United States.

### 4,675 Men Ship Over As Recruiting Gains

The Navy recruiting program is making favorable headway.

Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel, announced more young men are taking the opportunity to enlist in the Navy. During August, 11,746 men enlisted or re-enlisted. Of these, 4,675 re-enlisted.

Stating the 11,746 men represent 77.4 per cent of the average monthly input required for the year, Rear Admiral Sprague expressed satisfaction in the way young Americans are swelling the ranks of the Navy.

individual contributes in effect, but only a part of the total ever receive retirement benefits. Those who are not retired, either through resignation or death, forfeit their intangible contributions.

Another disadvantage to the present system is that it has no survivor benefits. An individual may have, in effect, contributed through a lowered active duty pay schedule throughout his active career, but if he dies shortly after his retirement, his survivors receive no benefits thereafter.

Regarding the Naval Reserve, personnel serving on active duty for relatively short periods as compared to the career serviceman are denied such provisions for old age as are available to their civilian counterparts in industry through Social Security, Vice Admiral Fechteler pointed out.

He explained that all studies of the problem have two basic safeguards: Any participating plan must be accompanied by an increase in pay at least sufficient to offset the contributions; and the equity which each individual now in the service has in retired pay under existing law must be preserved.

 FLAG RANK orders for last month were as follows:

Vice Admiral Edward L. Cochrane, USN, was detached as Chief of Material Division, Office of AstSecNav, on terminal leave to be retired on 1 Nov.

Vice Admiral George F. Hussey, USN, was detached as Chief of Bureau of Ordnance and ordered to Naval Hospital, Bethesda, Md., for treatment.

Rear Admiral Alfred E. Montgomery, USN, was detached as Commander, First Task Fleet, and reported as Com 17, Kodiak, Alaska. Rear Admiral Carleton H. Wright, USN, was ordered as Deputy U. S. high commissioner of the trust territory of the Pacific Islands with additional duty as Deputy ComMarianas.

Rear Admiral Ernest L. Gunther, USN, transferred from Naval Hospital, Chelsea, Mass., to Naval Hospital, Oakland, Calif., for treatment.

Rear Admiral Aaron S. Merrill, USN, was detached as Com 8, and ComGulfSeaFron and ordered home to await action of the naval retiring board.

Rear Admiral Osborne B. Hardison, USN, was detached as ComCarDiv 5, and ordered to duty in Op27, Naval Operations.

Rear Admiral Arthur C. Miles, USN, reported as Chief of Material Division, Office of AstSecNav.

Rear Admiral Laurence F. Reifsnider, USN, reported as Com 8, New Orleans, La.

Rear Admiral Ingolf N. Kiland, USN, was detached as Commander, Training Command, Pacific, and reported to Naval Operations for duty.

Rear Admiral Albert G. Noble, USN, detached as Assistant Chief of Naval Operations (Material) and reported as Chief of Bureau of Ordnance.

Rear Admiral George R. Henderson, USN, was detached as CO, Naval Operating Base, Bermuda, and ordered to duty as chief of staff and aide to ComNavEastLant.

Rear Admiral John E. Gingrich, USN, detached as Assistant Chief of Naval Operations (Reserves) and reported for duty with Atomic Energy Commission.

Rear Admiral Austin K. Doyle, USN, detached as Deputy Naval Inspector General, Navy Department, for duty as CO, Naval Operating Base, Bermuda.

Rear Admiral Ernest E. Herrmann, USN, detached as chief of logistic plans, Op40, Naval Operations, for duty as ComCruDiv 3.

Commodore Humbert W. Ziroli, USN, ordered to Naval Operations for temporary duty.

Commodore James E. Boak, USN, detached from temporary duty at Com 4, ordered home to await retirement on 1 November.

• SINCE the first of the year, a total of 10,000 enlisted men have received instruction ranging from one drill or classroom period up to several days at the Fleet Training Center on Guam, Marianas Islands.

Courses offered on Guam include fire fighting, gunnery, submarine warfare and phone and radio operation.

# QUIZ

Pictures test your memory. What is your Naval IQ on this Quiz. Check your answers to see where you stand.

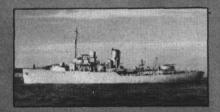
- 6-Real slick
- 5-Pretty sharp
- 4—Fairly dull
- 3-Charlie McCarthy
- 2-Mortimer Snerd



- Like a cigar with hole in the middle it's (a) Skylark (b) Skystreak (c) Skyrocket.
- It has done better than (a) 650
   700 (c) 750 miles per hour.

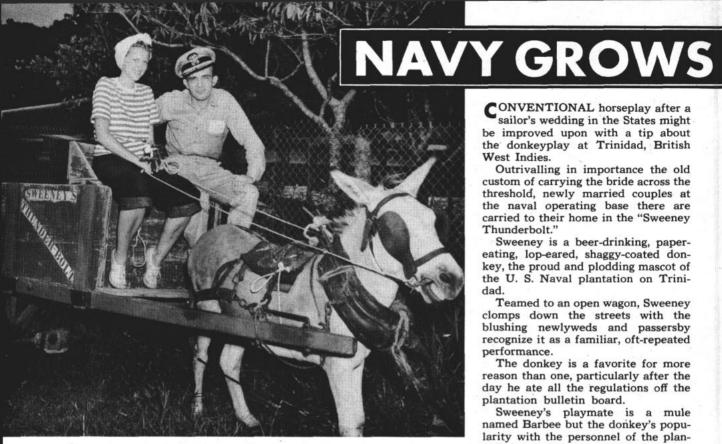


- 3. This man is operating (a) cronk for engine (b) gas pump (c) portable winch
- 4. The strange object is (a) auxiliary gas tank (b) new rocket (c) smoke tank



- 5. This is (a) fleet tug (b) gunboat (c) liberty ship.6. You will find it (a) patrolling (b)
- You will find it (a) patrolling (b) shaving ships around (c) hauling cargo.

ANSWERS ON PAGE 61



MASCOT of the naval plantation on Trinidad is Sweeney (above), a proud donkey. Enlisted man (below) bears a hand during harvest of grapefruit crop.



CONVENTIONAL horseplay after a sailor's wedding in the States might be improved upon with a tip about the donkeyplay at Trinidad, British West Indies.

Outrivalling in importance the old custom of carrying the bride across the threshold, newly married couples at the naval operating base there are carried to their home in the "Sweeney Thunderbolt."

Sweeney is a beer-drinking, papereating, lop-eared, shaggy-coated donkey, the proud and plodding mascot of the U.S. Naval plantation on Trini-

Teamed to an open wagon, Sweeney clomps down the streets with the blushing newlyweds and passersby recognize it as a familiar, oft-repeated performance.

The donkey is a favorite for more reason than one, particularly after the day he ate all the regulations off the plantation bulletin board.

Sweeney's playmate is a mule named Barbee but the donkey's popularity with the personnel of the plantation and the naval operating base has never been seriously challenged.

The two are employed in the maintenance of the Trinidad naval plantation, use of which was obtained in a 99-year lease from Great Britain in part exchange for 50 destroyers sent to England before the United States entered the last war.

Consisting of approximately 5,000 acres, the plantation furnishes fresh farm products and citrus fruits to armed forces personnel in the area. At present there are about 500 acres of the plantation under various stages of cultivation. The Navy assumed control over the plantation from a contractor in 1943.

A former Naval Reserve lieutenant as manager, two enlisted men and 50 local native employees-Chinese, Negrees and Indians-run the plantation and production lasts the year around. During the rainy season, the grass must be continually cut to prevent smothering the fruit plants; and during the dry season, from January to May, the vegetables are raised by irrigation.

In addition to vegetables of many varieties, the plantation produces poultry and eggs, copra, coffee and many kinds of fruit.

Ships of the fleet and Army personnel benefit from the plantation as well as the naval operating base.

# ITS FOOD

Locally known as paw paw, the papayar bears large fruit the size of watermelons on the naval plantation. Tonca beans, found in flower pods on the plantation, are used in tobacco, perfume and as a substitute for vanilla.

Plantation life has its hazards for the personnel working it, and boa constrictors are a fairly common snake on the reservation. Bushmasters, fer-delances and coral snakes inhabit the island of Trinidad but are infrequently seen on the naval plantation.

In 1870 the mongoose was imported to the island to kill off the snakes but, with a tremendous increase in their numbers, the mongoose is now considered one of the worst pests. Plantation poultry are never safe from the swift, slashing attack of the rodent-like animal.

At times, workers in the fields are afflicted with an agonizing itch. A vine known as "cow-itch" emits into the air a dust-like particle which, landing on bare skin, causes an itch similar to poison ivy.

Part of the plantation area has become a wild life preserve and some of the animals have increased to such an extent as to become nuisances. The deer, for instance, are chased out of the vegetable garden and away from their favorite food of cucumbers and green pepper plants almost nightly.

The Navy closed down its only other plantation last summer, having found it unprofitable. Located at Sabana Seca, Puerto Rico, the farm consisted of less than 50 acres under active cultivation.

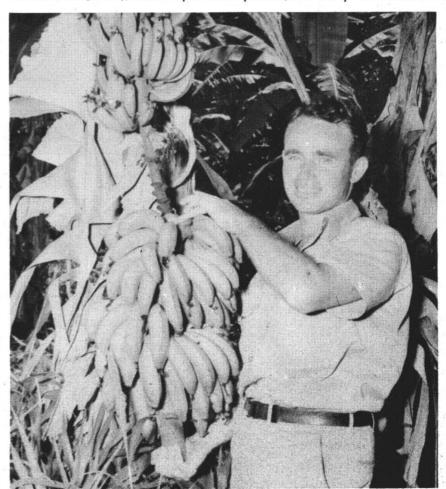
Battling constantly against hindrances of plant diseases, bugs and poor weather—which was either too hot and dry or else too wet—plantation personnel nevertheless succeeded in raising several fine vegetable crops.

However, the farm was still operating in the red after two years of production and was disestablished this summer after shipping most of its poultry and farm equipment to the Trinidad plantation, which showed a modest profit during the past two fiscal years.

Profit, however, is not the aim of the naval plantations. So long as the Navy can break even, it feels happy about being able to furnish to its personnel fresh fruits and vegetables and the precious commodity of fresh eggs—at prices 60 per cent lower than they might be bought in local markets.



NATIVE workers (above) collect grapefruit for shipment to service personnel. The bananas (below), another plantation product, are ready for the harvest.







WATCHFUL eyes of U. S. Navy gunners guard landing operations at Fedhala harbor (above) during invasion.

POPE CAME to a broken world five years ago when U. S. Navy landing craft, loaded to the gunwales with khaki-clothed GIs, navigated through dark unknown waters toward the rocky beaches in French North Africa.

D-Day for Operation Torch was Sunday, 8 Nov 1942. The greatest concentration of ships at that time—850 of them—comprised the armada which carried British and American forces to beaches of French Morocco and Algeria. The mission was to gain a foothold from which attacks could be launched to fight Hitler and his beerhall friends.

The U. S. Navy sent landing crafts ashore at three different points in French Morocco. One group took troops ashore at Safi, 140 miles south of Casablanca, another at Fedhala, 15 miles north of Casablanca. The third group landed troops on the beaches at Medhia, 18 miles north of Rabat.

H-hour for the landing at Fedhala was scheduled for 0400 on 8 November, but not until between 0515-0525 did the first wave of 25 boat-loads of troops from the transports USS Leonard Wood, Thomas Jefferson, Charles Carroll and Joseph T. Dickman hit the beach. Covering the transports and their troops were destroyers USS Wilkes, Swanson, Ludlow and Murphy.

The French were caught completely off guard and did not begin effective resistance until 50 minutes after the first wave of troops had landed ashore. So confused were the French that they did not know whether they were fighting Germans, British or Americans.

American landing forces had been given orders that under no circumstances were they to fire the first shot. These orders may have sounded strange to the men who went ashore, but there was reason for caution.

Almost a year before the United States officially entered World War II, President Franklin D. Roosevelt had initiated diplomatic pressure on the Vichy government headed by Marshal Petain, in order to prevent Germans from occupying North Africa. Prior to the invasion, American diplomats and Maj. Gen. Mark Clark, USA, had secretly been negotiating with anti-Vichy French North African military officials for cooperation when Anglo-American troops would wade ashore.

What to expect was uncertain. However, in the event the French should take steps to oppose our forces, we were ready to shoot fast and plentifully. A code word had been devised in the event our landings should be opposed. The signal was good all-American game parlance — "Play Ball."

As soon as daylight broke, French shore batteries on Fedhala and Sherki opened up on our forces. The de-

stroyers Murphy and Ludlow returned the fire of the Sherki battery, while Wilkes and Swanson took on Cape Fedhala batteries. The Murphy, whose construction had only been completed in July, received a hit in her starboard engine room and had to retire from the fight. Repaired, she returned to duty later in the day. USS Brooklyn came in to a range of 10,000 to 12,500 yards, and during

DAMAGE inflicted on French battleship Jean Bart temporarily put warship out







# **NORTH AFRICA**

DANGER ahead, landing craft speed shoreward (above, left). Salvo from beach misses U. S. cruiser (right).

a bombardment which lasted 85 minutes poured 757 rounds of 6-inch shells into the Sherki batteries before its defenders surrendered.

The batteries at Cape Fedhala gave our ships of Task Force 34 under the command of Rear Admiral H. Kent Hewitt, USN, and troops ashore, led by Maj. Gen. George S. Patton, Jr., USA, considerable trouble. However, after having taken a steady pounding

of action at Casablanca. The fire of U. S. ships damaged sheds and piers.



from destroyers Swanson, Wilkes, Edison and Bristol, enemy ground resistance at Fedhala surrendered to forward moving soldiers.

The ensuing naval battle of Casablanca was a slam-bang affair in bar room brawl style.

The French battleship, Jean Bart, not yet ready for sea, and the Point El Hank shore batteries in Casablanca opened up with their big guns on the battleship USS Massachusetts, cruisers Wichita, Phoenix and Tuscaloosa.

The first salvo from El Hank straddled the *Massachusetts* while shells from *Jean Bart* fell about 600 yards ahead of her starboard bow. "Big Mamie," who had run up her commissioning pennant about six months before, lost no time in returning the greeting. Together with *Tuscaloosa*, the *Massachusetts* concentrated her fire on *Jean Bart*.

"Big Mamie" made five hits on her French opponent; one shell exploded in an empty magazine; another wrecked the after control station, making a large hole below the waterline. Two shells failed to meet sufficient resistance to detonate an armorpiercing shell, and the fifth ricocheted off the barbette into the city.

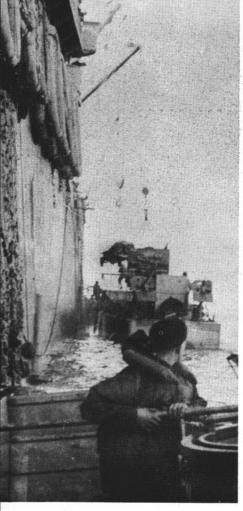
The impact of the shell hitting the barbette jammed the turret in train, silencing Jean Bart's main battery for two days. Thus, Casablanca's primary defense weapon was put out of action in 16 minutes.

Tuscaloosa concentrated her fire upon submarine berthings in Casablanca, while the Wichita's bombardment temporarily silenced batteries at El Hank. They possibly sank three French submarines, Oréade, La Psyché, and Amphitrite, and scored several hits upon merchant ships in Casablanca harbor.

Pleas of President Roosevelt, and Lt. Gen. Dwight D. Eisenhower, USA, Commander-in-Chief Allied Forces, for French cooperation with Allied landing forces were broadcast to the French populace, but apparently failed to strike home. Although the French were fighting a losing battle, the naval commander at Casablanca, Vice Admiral F. C. Michelier, ordered destroyers under his command to engage our ships.

Leaving Casablanca, the French destroyers began to shell our landing craft near Fedhala, and took under fire our destroyers Wilkes and Ludlow. When exchanging blows with the French destroyer Milan, the Ludlow received a hit which put her out of action for three hours. A salvo from Ludlow started a fire aboard the Frenchman.

Four more American ships—Augusta, Brooklyn, Wilkes and Swanson—steamed across the Frenchmen's path to join the scrap. Setting up a heavy smoke screen the French de-



SUPPLIES go over the side into barges to support U. S. landing operation on the coast of French Morocco.

stroyers made evasive turns to avoid our planes and ship. However, instead of running away from the battle they made sharp turns and charged against our ships.

A 10 minute slam-bang fight developed but American fire power was too great, and the French headed back toward Casablanca. On the way in they were attacked by our planes, but the French destroyers fought back gallantly. They scored two hits on Massachusetts and threw a dud into Brooklyn. Milan, hit at the waterline, was beached, while the destroyer Fougueux was sunk by three salvos from "Big Mamie."

A French light cruiser Primauguet, which had entered the fight to help her fellow destroyers, was taken under fire by the cruisers Augusta and Brooklyn. She took terrific beating, and returned defeated to port. Massachusetts gave the works to the destroyer Boulonnais which promptly rolled over and sank.

In the afternoon, Tuscaloosa, Wichita and the destroyer Rhind closed in to engage what remained of the Casablanca defenders. After a 10-minute fight the remaining French ships were silenced, and the U. S. Navy emerged as winner of the Casablanca naval battle.

Admiral Michelier was still reluctant to surrender, contradicting the surrender orders of Admiral Darlan for all French North African territory, but when nine dive bombers from USS Ranger on 10 November dropped 1,000-pound bombs on Jean

Bart, he saw the light and came to terms with the invaders.

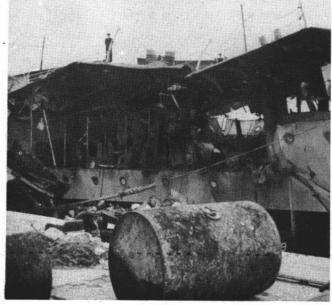
The attack against Safi was led by the destroyers Bernadou and Cole, supported by gunfire from USS New York, Philadelphia and destroyer Mervine. Bernadou and Cole made a daring run through unknown waters to disembark troops. For their gallant action they received the Presidental Unit Citation.

USS Texas, veteran of World War I, and Savannah assisted the landing operations at Mehedia near Port Lyautey where little resistance was encountered. However, after troops had landed, the French fought back stubbornly, and it was not until 48 hours later that the shore batteries near Oued Sebou River were silenced by our big naval guns and bombers.

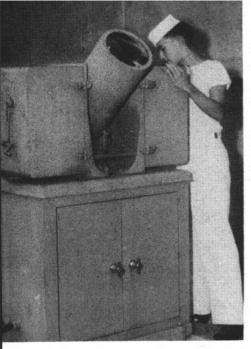
British troops making landings in Oran and Algiers had few difficulties in subduing their opponents, and on 11 Nov 1942 an armistice was signed. All resistance from French forces ceased, and insofar as the immediate participation of United States naval forces was concerned, the African operation ended.

The springboard from which to pounce upon Hitler's "Festung Europa" had been firmly established. The Navy should be greatly proud of its achievement, because had it failed to come through—had it failed to bring the armada of 850 ships, troops and equipment safely across the submarine-infested Atlantic ocean—had it failed, the world-suffering under Hitler's heel might have been greatly prolonged.

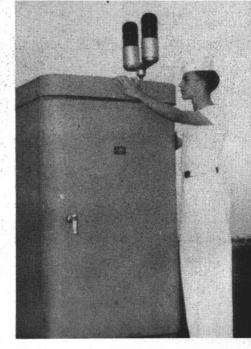




FRIENDSHIP between U. S. and French sailors ripened quickly. Extent of damage to Jean Bart is shown in closeup (right).







CLOUD DATA is obtained by the Navy with these remarkable new devices. Beam of light transmitted by projector (right) is reflected from cloud and picked up by detector (left). Data received by chart recorder (center) gives height of cloud.

# **NAVY'S CLOUD CHECKERS**

THE NAVY isn't going to wait "Till the Clouds Roll By."

New gadgets, photoelectric ceilometers by name, are being installed at 42 naval aviation stations throughout the world to automatically measure and record the height of cloud ceilings over the airports.

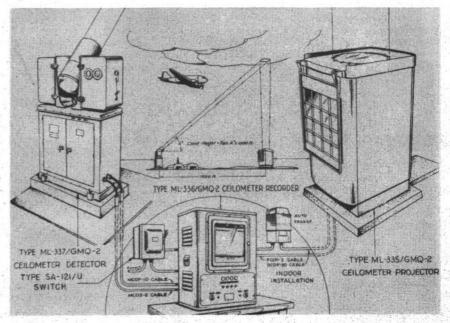
Of vital concern to the pilot of a plane about to land at an airfield, accurate cloud ceiling data will be provided and recorded both day and night by the equipment. It accurately measures cloud ceilings up to 10,000 feet and transmits the results to an electric chart recording machine in the airport office. This eliminates the necessity of taking sight readings at the apparatus.

Triangulation is the method used in obtaining the height of a cloud ceiling.

The photoelectric ceilometer throws a modulated beam of light from a 25-million candlepower projector vertically to the base of the cloud. The beam is then reflected from the cloud base to a photoelectric detector, which is located at a known distance from the projector. The resulting data is then transmitted to the airport chart recording machine.

The meteorological services now commonly use ceiling projectors at airports for measurement of cloud ceilings at night only. A beam of light, usually from an incandescent lamp source, creates a spot on the base of the cloud that is easily visible from the ground. The desired data is then obtained with the use of a visual sighting type of instrument.

With the new equipment, however, daytime measurements are obtained by modulating the beam of light to give it an identifying characteristic. It can then be distinguished from the high level of daylight by a special detection means.



SCHEMATIC LAYOUT shows units of new equipment designed to measure and record height of cloud ceilings. Navy is installing devices at 42 air stations.

# BOOKS: NEW VOLUMES DEVOTED TO VARIETY OF TOPICS

WHEN UNCERTAIN times prevail—as they do today—the answer, or at least a hint, as to the solution can be found in books of history and of study of social problems.

Four such books have passed the BuPers review desk enroute to naval libraries. They touch on such subjects as an admiral's memories, problems of a young republic, victorious leathernecks, and a study of the phenomenon of rumor.

 Admiral's Report by Fleet Admiral William F. Halsey, Jr., USN, and Lieutenant Commander J. Bryan, III, USNR; Whittlesey House.

This well-publicized book, serialized in the Saturday Evening Post, is an outstanding addition to the history of World War II.

Navy men who served under picturesque "Bull" Halsey will find the book a remembrance of Pacific war adventures.

Told here for the first time is the story of Admiral Halsey's life. We learn that most of Halsey's ancestors were seafaring men and adventurers; of the "Bull's" service in destroyers, and how, as a grandfather, he learned to fly an airplane.

And although well known, the story of Halsey's daring strikes against the enemy during the war is still exciting reading.

 The Psychology of Rumor by Gordon W. Allport and Leo Postman; Henry Holt and Co.

A thorough anti-hysteria book—a scientific investigation of the phe-

#### Steichen Photos and Log To Be Published in Book

A photographic log and narrative entitled The Blue Ghost is being published by Harcourt, Brace and Co., in October. Containing 109 official U. S. Navy photographs of combat action, the book expresses the personal war experiences of Captain Edward Steichen, USNR (Ret), former head of the Navy Photographic Institute aboard USS Lexington.

Captain Steichen was in charge of all combat photography, and supervised the production of the Navy film, "The Fighting Lady." nomenon of rumor. It is not escape reading, but neither is it heavyhanded.

Combining a sound, scientific approach with a pleasant, informal style, *The Psychology of Rumor* tells us what makes rumors fly, in what direction they travel, and how they change in shape and size enroute.

On the basis of newspaper accounts, the authors analyze some of the better known wartime rumors-the standard "saboteur" yarn, the "lurking enemy submarine" story and whispering campaigns-and come up with some very interesting conclusions. They describe, for example, the "diving" rumor, which appears in substantially the same form at different periods in history in different countries under certain conditions. They show how a rumor crossed the continent-with stopovers-and returned in radically different form all in the course of two or three hours. Their evaluation of the ubiquitous wartime "rumor clinics" will be of interest to anyone concerned with social problems.

The Psychology of Rumor is good, solid reading; a fine book for uncertain times

 The Marines' War by Fletcher Pratt: William Sloane Associates, Inc.

Again the versatile Fletcher Pratt has written another first-rate history book—this time it is the saga of the U. S. Marines in their advance up along the Pacific road to final victory.

The story has been told before, but Fletcher Pratt has written this book for the general reader, and at the most favorable possible moment. The events are still fresh in the minds of the men who made them, and to whom Mr. Pratt has talked. The records and documents of both American and Japanese sources have been studied by the author, and the story he tells is free of censorship.

#### Stuff and Things

 Silver Nutmeg, by Norah Lofts; Doubleday.

The Dutch East Indies is the setting for this 17th Century story of love and violence. The island of Banda and the nutmeg industry are controlled by the Dutch. Plenty of rivalry develops, however, and it doesn't help matters when Evert's

beautiful wife falls in love with Christy, an English dealer in black market nutmegs.

• The Garretson Chronicle, by Gerald Warner Brace; Norton.

Conflict brews in the Garretson family of New England when the third generation wants to tear itself away from elders content with living in the past. It is a contemplative story of love and personal fulfillment.

• The Steeper Cliff, by David Davidson; Norton.

Lieutenant Andrew Cooper of the AMG has a tough time trying to locate an anti-Nazi journalist. He not only finds his man but also proves to his own satisfaction what he himself would have done as a German under the Third Reich.

Big Ember, by Edward Havill;
 Harper.

The story of Lars and Guri Erickson, their love for the soil and the Indian raid that brought with it death but not discouragement, is a moving pioneer story.

 Zotz! by Walter Karig; Rinehart.

Life becomes complicated for a staid archeologist when he discovers an ancient formula for destruction without weapons and then tries to dispose of it to the armed forces. A tale in the manner of *Mr. Adam*.

 Vespers in Vienna, by Bruce Marshall; Houghton, Mifflin.

An amusing yarn of the doings of British military personnel in Vienna, especially Colonel Hooky Nicobars, Audrey Quail and Major Twingo McPhimister. Mr. Marshall pokes fun in a friendly sort of way.

• Howe and Hummel, by Richard H. Rovere; Farrar, Straus.

It was back in the late 19th Century that the shyster law firm of Howe and Hummel made scandalous history in New York. This is the inside story of their shady career in crime.

 The Neighbors, by Virginia Sorensen; Reynal & Hitchcock.

When Call returns from the war, his father moves his large family to a sheep ranch. There is trouble over water rights and other difficulties, but in the end neighbor Roe is reconciled.

 House Divided, by Ben Ames Williams; Houghton, Mifflin.

The author of Leave Her to Heaven and Strange Woman has now written an historical novel covering four generations of a large southern family. It is a big book with a realistic rather than a romantic approach.



# **NAVY SHOWS 'EM HOW**

NAVY FIRE FIGHTERS train civilian crews to provide highly skilled fire fighting units for New York's municipal airports. Above: Instructor uses a crash axe to release the gasoline fumes from wing of plane. Below: Crew pushes forward into flames, preparing to rescue the dummy pilot and crew.



# LETTERS TO THE EDITOR

#### **Computing Longevity**

Sir: In ALL HANDS, August 1947, p. 29, you had a letter on computing longevity. I believe your computation is in error. The man enlisted on 30 Sept 1946 and had 2 years, 5 months and 22 days previous service for longevity purposes. It is my contention that the man would have completed 3 years service for longevity purposes on 7 Apr 1947.—D.F.J., CY, USN.

• You're right. Guess we'll have to quit using that Esquire calendar—we just can't keep our minds on what we're doing.—ED.

#### **Aviation Insignia**

SIR: Articles 3-55, 3-56, 3-57 and 9-15 of the 1947 Uniform Regs say that embroidered aviation insignia shall be on a background to match the color of the uniform. Does this mean that we have to change those we have with black backgrounds immediately? — W.D.D., LCDR, USN.

 They shall be changed as soon as new insignia, embroidered on the proper background, becomes available.—ED.

#### Story of the Pennsy

SIR: During the first World War I served on board USS Pennsylvania (BB 38) as an SM3. Will you please give me the following information? (1) Where and when BB 38 was constructed, (2) when commissioned, (3) when decommissioned, and (4) when tested by the atomic bomb at Bikini.—E. P. D., ex-USN.

• (1) USS Pennsylvania was built by the Newport News Shipbuilding Co., her keel being laid 27 Oct 1913 at Newport News, Va. (2) She was launched 16 Mar 1915 and commissioned 12 June 1916. (3) BB 38 was decommissioned in November 1945. (4) She served as a target vessel for the Able Day atomic bomb test in July 1946.—ED. This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

#### Philippine Defense Ribbon

SIR: Are personnel who served aboard USS Otus (ARG 20, ex AS 20) from 29 Mar 1941 to 18 Dec 1942 entitled to wear a star on the Philippine Defense Ribbon?—R. H. C., LCDR, USNR.

· Personnel are authorized to wear the Philippine Defense Ribbon if they meet requirements set forth in Alnav 64-45 (NDB, Jan-June 1945 cum. ed.). To be eligible they must have (1) participated in any engagement against the enemy on Philippine territory, or in Philippine territory, or in Philip-pine waters, or in the air over the Philippines or over Philippine waters, during the period from 8 Dec 1941 to 15 June 1942, or (2) been assigned or stationed in Philippine territory or in Philippine waters for not less than 30 days during the period from 8 Dec 1941 to 15 June 1942. Individuals eligible under both (1) and (2) are authorized to wear a bronze star on the ribbon.

According to BuPers record, USS Otus did participate in an engagement with the enemy in Philippine waters, but did not spend 30 days in Philippine territory within the eligibility dates. Therefore, members of the crew are entitled to only the Philippine Defense Ribbon without star.—ED.

#### Wearing Ribbons

SIR: Can ribbons be worn by enlisted men on their undress jumpers?—F.O.M., S2, USN.

• Art. 7-10, Uniform Regs, 1947, prescribes that ribbons shall be worn on the undress white jumper whenever neckerchiefs are worn, but not on the undress blues.—ED.



USS PENNSYLVANIA—She served as a target for Able Day atom bomb test at Bikini.

#### **Early Discharges**

SIR: In Alnav 147-47, the outline for early discharge for the convenience of the government for the purpose of reenlistment are in cycles of four months, which will help the Navy from a financial standpoint at the expense of the individuals concerned. Why didn't the government make the discharges in cycles of three months, thus allowing enlisted personnel to receive the benefit of that re-enlistment allowance for the last year of duty?—F. W. R., CSK, USN.

• You've got the wrong slant on this one, chief. The reason for the authorization of early discharges for the purpose of re-enlistment was given in paragraph 1 of Alnav 147. No budgetary measures were considered in the drafting of the above Alnav.

Then too, the Alnav did not deny the individual the privilege of waiting until the end of his enlistment to sign over.

A new Alnav, 195-47, modifies the one you referred to in allowing early discharges for the purpose of re-enlistment during the third, fourth, fifth or sixth month (not to exceed 6 months nor less than 2 months) prior to the normal date of expiration of enlistment.—ED.

#### 1947 Uniform Regs

SIR: The station to which I am attached received only one copy of the 1947 Uniform Regulations. Is it possible to obtain additional copies? — J.J., LTJG, USN.

• The supply of the 1947 Uniform Regs was limited by lack of funds. The copies furnished ships and stations should be sufficient for the use of the commanding and executive officers and should be sufficient for ordinary reference purposes. It individuals desire personal copies they may obtain them from the Government Printing Office for 75 cents each.—ED.

#### **Only Time Served Counts**

SIR: Under Public Law 720, 79th Congress, does a minority enlistment of less than four years, and the time between date of actual discharge and the date of expiration of enlistment (when discharged within three months of expiration of enlistment), count as active Federal service for the purpose of transferring to the Fleet Reserve?—S. T., CY, USN.

• No. In accordance with a decision of the Acting Comptroller General, only the time actually served constitutes active Federal service for transfer to the Fleet Reserve and for pay purposes under the provisions of Public Law 729, except that after completion of 20 years active Federal service a fractional year of 6 months or more shall be considered a full year in computing active Federal service and longevity pay.—ED.

#### Telegrapher a Wartime Ratina

SIR: I am a T3, USN, (1) Is there any allowance for telegraphers in the regular Navy? (2) Can I be advanced to T2? -F. E. C., T3, USN.

• (1) No. The telegrapher rating is strictly a wartime rating and the only holdover, other than USN men who have been rated erroneously (such as yourself), are Waves. (2) No. However, you may qualify and your CO may recommend a change in rating to RM3 and you may subsequently advance to RM2. If you do not desire this rating, you may qualify for the new ratings of either RM or TE under the new rating structure (see BuPers Circ, Ltr. 40-47; ALL HANDS, March 1947, p. 57), dependent upon your individual qualifications. The new rating structure will not become effective until early in 1948.-ED.

#### Cap Devices on Mounts

SIR: Articles 9-40 and 9-42 of the 1947 Uniform Regulations provide that CPOs, cooks and stewards shall wear their cap devices on a mount, similar to officers. Is this change to be made immediately?-T.L.S., CAERM, USN.

SIR: Is the mount, which cooks and stewards must use for their cap devices under the new Uniform Regs, the same size as that prescribed for chief cooks and chief stewards? The USN device is much smaller on the former.-F.F.A., ST1. USN.

• The mount prescribed by the 1947 Uniform Regs for CPO's, cooks, and stewards' cap devices shall be worn as soon as they can be procured. All of these mounts shall be the same size, the reason being that when a CK1 or ST1 makes chief, he can use the same mount on his CPO cap.-ED.

#### **Excess Leave**

SIR: BuPers-BuSandA Joint letter of 25 Aug 1947 states that excess leave will be checked for pay and allowances for the number of days excess leave. Does this also count as time lost?-W. D. M., Y3, usn.

. No. Only pay and allowances will be checked for excess leave.-ED.

#### Collecting Back Pay

SIR: In the June 1947 issue of ALL HANDS, appeared an article concerning the back pay of men who served in the Filipino guerrilla forces during the war. I am now in the U. S. Navy, but served as a guerrilla in the Philippines Islands in 1944 and 1945.

Is there any way I can claim pay for those services even if I am now in the Navy?-F.F.M., STM1, USN.

 All pertinent information regarding your military service, both Navy and Army (including dates of enlistment, discharge, rate held, etc.) should be submitted in an inquiry The Commanding General, Philippine-Ryukyu Command (Attn Recovered Personnel Division), APO 707, care of Postmaster, San Francisco, Calif.-ED.





SPECIALTY marks of AETM (above) and ETM (left) as they appear on new rating badges to be distributed soon. They are first to be changed in new rate structure.

#### **New ETM Badge**

SIR: In another Navy magazine we noticed a picture of the new ETM rating badge. We would appreciate any information you can give us on how, or where, we can obtain these designators. -T.H.J., ETM2, USN; and W.H.G., ETM3, USN.

· Delivery of the new ETM rating badge, one of the few which have been approved, has been started to the Naval Clothing Depot, but distribution to individual ships and stations probably will not be started before the end of the year. Private clothing stores that sell military supplies will probably have them immediately.-ED.

#### The Aaron Ward

SIR: I served on board USS Aaron Ward (DM 34) for a short time during the war. Could you tell me (1) the number of 5-inch 38 guns she carried, (2) where could I get a picture of her, (3) if there has been a book written about her, and (4) who is eligible to wear the Presidential Unit Citation ribbon which was awarded the ship?-W.H.D., S1, USN.

• (1) She had six 5-inch 38s. (2) The Navy maintains no system whereby former crew members may obtain pictures of ships. There are, however, several commercial organizations which sell such pictures. (3) ALL HANDS has no information on souvenir books other than those which have been reported each month on these pages, in which the Aaron Ward has not been included. (4) Personnel who were serving aboard the Aaron Ward on 3 May 1945 may wear the PUC ribbon with one star-ED.

#### Ribbon Authorization

SIR: Has there been a medal or ribbon authorized for the latest antarctic expedition? We have looked up a list of ribbons and found that there have been three ribbons authorized for expeditions into the antarctic, but not for Operation HIGHJUMP. We're not "ribbon happy." but we would like to wear that one, or just have it around.-H. K. H., S1, USN; S. E. H., S1, USN; G. F., S1, USN and E. M., S1, USN.

· No ribbon or medal has been authorized for Operation HIGHJUMP.—ED.

#### Change in Rating

SIR: I was a striker for SM3 for 18 months and attended SM school in 1945. Although it wasn't a Class "A" school, it benefited me greatly in striking for my rate. I failed to make SM3 because the ship I was sent to had a filled complement in that rate. Instead, I was rated Y3. I understand the Navy is still in need of veomen, but I feel that I would be of more value to the Navy if I held the rating I have a thorough knowledge of, that of SM. Is there any positive way in which I can change my rate from Y3 to SM3?—J.E.A., Y3, USN.

• You may submit an official request

for a change in rating to BuPers via your CO. See BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). However, as a general rule, changes from short rates (Y) to excess rates (SM) do not receive

approval.-ED.

#### **CPOs** and Bed Linen

SIR: It seems to have always been the practice to issue bed linen to CPOs throughout the Navy, on ships as well as shore bases. This shore base I'm at now is the first base I've reported for duty where CPOs are supposed to furnish their own bed linen. Is there anything in writing where it states that linen is to be issued to CPOs?—C. L. F., CSK, USN.

• No. Art. 7-50, Uniform Regs, pre-

scribes that CPOs shall furnish two blankets and may possess a pillow and pillow covers if they desire. BuShips furnishes mattress covers. Don't feel too bad though, chief-prior to September 1945, all enlisted personnel were required to furnish all of their own bedding, including mattresses.-ED.

**About Destroyers** 

SIR: (1) What is the hull number of USS Gearing? (2) What is the main armament of destroyers of the Gearing class? (3) Where is USS Alvin Chester Cockrell (DE 366) now? (4) What officer is USS Roper (DD 147) named for?-W. A. R., LTJG, USNR.

• (1) USS Gearing (DD 710). (2) Ships of this class have six 5-inch 38s. (3) Out of commission in the Reserve Fleet at San Diego. (4) LCDR Jesse Mims Roper, USN, who lost his life in 1901 in an effort to save the life of one of his crew members. The ship is now APD 20.-ED.

#### **About Your Letter**

ALL HANDS each month prints as many letters as possible—selected because they refer to subjects of widest interest to Navy and Ma-

rine Corps personnel.

Many letters are not reproduced because answers to the queries have been provided in past issues of the magazine. Because of the interest and cooperation shown by readers, the Letter section of ALL HANDS has been

ers, the Letter section of ALL HANDS has been increased from two to three pages.

Examine back issues of ALL HANDS to determine whether: (1) Your letter has been printed, or (2) a letter concerning the identical inquiry has been published.

When choosing letters to be published, these factors are considered: (1) Does the question have wide general interest? (2) Has it been answered before? (3) Can the answer be obtained at individual ships and stations?

In ALL cases, however, every letter is read and carefully considered.—ED.

#### Citations and Souvenir Books

SIR: During the war I served on board USS Bache (DD 470) and participated in the Iwo Jima and Okinawa campaigns. During these operations we were credited with shooting down seven Jap planes and rescuing 69 men from the sunken LSM (R) 195. We were struck by two Jap suicide planes while on radar picket duty off Okinawa and lost 43 men. What I'd like to know is (1) was USS Bache ever awarded a citation for these acts, and (2) where can I get some kind of book or booklet on the history and activities of USS Bache?—W.T.O., ex-USNR.

• (1) BuPers records show that USS Bache (DD 470) has never been awarded a unit citation. (2) ALL HANDS has no information on souvenir books published by any command, other than those notices which have appeared on these pages since March, 1946. Of the souvenir books listed, there has been none reported for USS Bache.—ED.

oss Bache. Eb.

#### **Decorations and Awards**

SIR: Several of us, ex-primary instructor pilots who have gone to other squadrons, are wondering about the following questions. (1) A man enlisted in V-5 as S2 and served one month as such. He then served 10 months as an aviation cadet and 3 years, 9 months as a commissioned officer. Is he entitled to the Good Conduct Medal? (2) Does patrol time as an aviation cadet entitle a man to wear the American Area ribbon? (3) Are primary instructors who were commended by group letter from the Chief of the Primary Training Command—entitled to the Commendation Ribbon? (4) Are flight instructors who served over six months stateside teaching British cadets, entitled to the British General Service award?—R. M., LT, usn.

• (1) No. Para. 1, Art. A-1046, Bu-Pers Manual, sets up service requirements for eligibility for the Good Conduct Medal. It states: "Any three years of continuous active service as an enlisted person in the regular Navy, Naval Reserve, or as an inductee. Service in either a commissioned or warrant rank will not be included in computing time served, but will not be considered as an interruption in computing enlisted service." (2) Aviation cadets on active duty in the Navy on regularly assigned patrols may have accumulated 30 days in the American Area, outside CLUSA, and become eligible for the American Area Campaign Medal. Regularly assigned courier flights also were creditable for award of the American Area Campaign Medal, provided such flights were outside CLUSA. (3) No. The Commendation Ribbon may be awarded only by certain authorities. Chief of the Primary Training Command is not a delegated authority. (4) There is no record in BuPers of award of the British General Service Medal to naval flight instructors. Foreign service and campaign medals may not be accepted from foreign governments by naval personnel. A foreign decoration, however, may be accepted and worn on the uniform, if it is individually awarded through official channels in accordance with existing regulations.-ED.

#### **Gold Hash Marks**

SIR: I served as an enlisted man in the Army for seven years and have been in the Navy six years. My record has been very good throughout my entire service. Can I wear gold service stripes and rating badge?—S.J.K., CY, USN.

• No. Footnote 2, page 9-6, of the 1947 Uniform Regs states that a person must have 12 years' continuous active duty, during which time he shall have received three good conduct medals or maintained a record and the necessary qualification which would entitle him to this award. Continuous active duty is interpreted, in this case, to refer to naval service only, in order that persons entitled to wear gold service stripes and rating badge will have qualified under the same relative conditions.—ED.

### Souvenir Books Published by Ships and Stations

In this section ALL HANDS each month prints notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS Mississippi (AG128 ex-BB 41). Covers activities from December, 1941 to December, 1946. Address: Officer in Charge, War Record Book Circulation, USS Mississippi (AG128, ex-BB 41), Naval Station, Norfolk, Va. Price, \$2.00. Checks should be made payable to the Custodian, Recreation Fund, USS Mississippi.

- USS Shangri-La (CV 38). Covers period from commissioning to atomic bomb test. Address: Commanding Officer, USS Shangri-La (CV 38), c/o Fleet Post Office, San Francisco. Price, \$3.00.
- USS Pensacola (CA 24). Former crew members who desire copies may address: Commander W. R. Denekas, Room 3050, Navy Department, Washington 25, D. C. Price, \$.25.
- Bikini Scientific Resurvey cruise book. Address: Dr. R. Dana Russell, Naval Electronics Laboratory, San Diego, Calif. Price, \$3.00.

#### VFW Ribbon on Uniform

SIR: I am member of the VFW and have been wearing the ribbon of the medal which indicates membership in that organization on my uniform. Now I am told that I am wrong in doing so. Will you put me right?—D.E.M., SM1, USN.

• Article 12-4, Uniform Regulations, 1947, provides that members of certain societies, veterar's organizations, and such, may wear ribbons of the medals of those organizations only when engaged in meetings of the group or in parades or other ceremonies in which they participate as members. At other times they shall not be worn with service ribbons.—ED.

Submarine Insignia

SIR: I am an enlisted man, qualified to wear the enlisted submarine insignia on my sleeve. I also am entitled to wear the submarine combat insignia. How do I wear them now under the new regulations?—J. A. A., CY, USN.

• Under the 1947 Uniform Regs, you

• Under the 1947 Uniform Regs, you wear the blue or white silk embroidered submarine insignia on your chest, above the submarine combat pin. If you also rate ribbons, wear the submarine insignia above the ribbons and the submarine combat pin below them.—ED.

#### **NROTC Program Does It**

SIR: No growl-just an idea. If the Navy would allow the fellows that are eligible for education under the GI Bill to take an extended leave to go to school, receiving no pay other than the GI Bill allowances, and then come back into the Navy, the general intelligence would be improved. The Navy would really have a bunch of well-educated and smart hombres and all the guys who are going out just to take advantage of the Bill could stay in. We have at least a dozen men here who are going out just to go to school under the Bill. If this plan was in effect, it would also give an opportunity for enlisted men to become officers when returning to active duty after finishing their schooling.-D.H.O., PHM1, usn.

 Victor Hugo once said that a fixed idea either ends in madness or heroism. Haven't you heard of the Navy's NROTC program? This allows any enlisted man, if he meets certain qualifications and can make the grade, to obtain four years of schooling in the Naval Reserve Officers Training Corps, at the Navy's expense. Upon graduation from any one of the 52 colleges participating in the program, he may receive a commission in the regular Navy or Marine Corps, and will be required to serve two years on active duty. Who could ask for more? Anyway, under your idea, it is more than likely that the type of education a man would choose would not be of direct benefit to the Navy, while, under the NROTC program, the Navy is assured that, in addition to his own chosen subjects, the man is gaining Navy knowledge. For the latest story on the NROTC program, see ALL HANDS, September 1947, p. 17 .-

**FLAG DUTY** 

THE IMPORTANCE of a ship or station yeoman is generally well known.

He's the man who keeps your record squared away, handles your application for advancement and your leave papers and many other personal services which keep him in his office for long hours.

All things considered, he's a pretty important guy—particularly so to other sailors. But you probably don't know much about the yeoman in the flag office. He's important to the whole fleet.

For example, take a look at the enlisted personnel attached to the Commander, Air Forces, Pacific Fleet, for administrative duties. While the group consists largely of yeomen, other personnel such as Supply Corps men perform the same highly vital functions.

In the personnel accounting section, a staff of well trained enlisted personnel keep a daily account of every man assigned to every unit and ship belonging to AirPac.

For example, a man has put in for school but is transferred before his orders come through. He is in the Philippines and his orders arrive at ComAirPac in Pearl Harbor.

In five minutes the accounting section knows where the man is and the



SMARTNESS characteristic of flag administrative units is shown at an inspection of the ComAirPac flag personnel by the skipper, Lt. D. C. Hillman, USN.

orders are on the way because another sailor knows where and how to find him.

In every division of ComAirPac, the enlisted personnel are playing their part in the where, when, what and how of the many far flung operations of ships and aircraft under the AirPac flag.

The duties of AirPac flag personnel are clear and definite:

- Administer the enlisted personnel allocated to the staff.
- Process and administer transient and temporary duty personnel.
- Conduct organized athletics and administer the recreation fund for the personnel of the unit.

On 28 Oct 1946 an order was signed by CNO for the establishment of flag administrative units for air type and fleet air commands as commissioned units of the Atlantic and Pacific Fleets. This step made possible the appointment of a commanding officer to be directly in charge of the unit's activities and its personnel.

The CO of ComAirPac Flag Administrative Unit is an officer who knows enlisted problems from first hand experience. He is Lieutenant D. C. Hillman, USN, who carries out the intent of the commissioning of the unit—to provide a more personal administration over the men.

The commissioning and the closer administration cleared up many difficulties experienced previously.

In the words of Vice Admiral J. D. Price, USN, ComAirPac, the commissioning of the unit has "raised morale, increased the opportunities of the men and has given them a feeling of belonging, and by so doing has led to an increase in efficiency and a stronger devotion to duty."



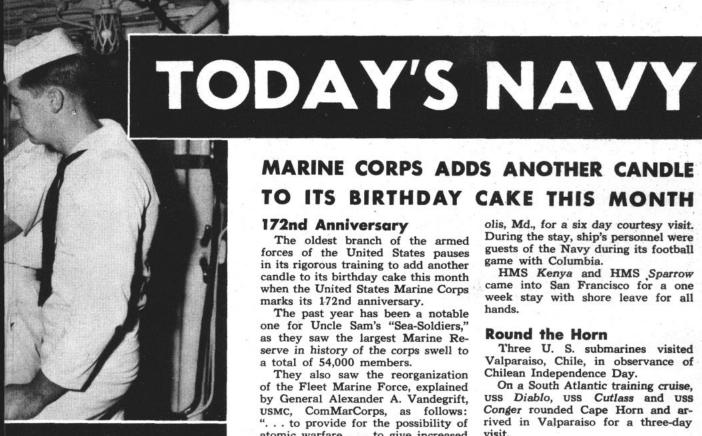
WHOLE FLEET depends upon work of flag yeomen. These men, shown in flag secretary's office, play important role in farflung operations of ComAirPac.





BRITISH petty officer shows six-inch guito Americans (above). Upper left: Leg to compare present day Navy with from Pearl Harbor sub base pose after Lower left: Piped ashore on official SecDefense Forrestal; new SecNav S fond possession of HMS Asher men, am





on HMS Sheffield, visiting New York. nnaires take time off from convention ay back when. Left center: Oarsmen winning Honolulu's Regatta Day races. departure from Navy Department is llivan sees him off. Below: Rum tub, ses WAVE Lois Asher in San Francisco.



#### MARINE CORPS ADDS ANOTHER CANDLE TO ITS BIRTHDAY CAKE THIS MONTH

#### 172nd Anniversary

The oldest branch of the armed forces of the United States pauses in its rigorous training to add another candle to its birthday cake this month when the United States Marine Corps marks its 172nd anniversary.

The past year has been a notable one for Uncle Sam's "Sea-Soldiers," as they saw the largest Marine Reserve in history of the corps swell to a total of 54,000 members.

They also saw the reorganization of the Fleet Marine Force, explained by General Alexander A. Vandegrift. USMC, ComMarCorps, as follows: "... to provide for the possibility of atomic warfare . . . to give increased flexibility to the striking force."

The Marine Corps of today is training at posts and stations throughout the world, located from the East Coast of the United States to inland China.

#### **British Ships Visit**

HMS Frobisher, British Navy training ship, has presented a "grog tub" to the U.S. Naval Academy as a token of gratitude for a pleasant week's visit there.

Inscribed with appreciation of the welcome accorded the English sailors, the tub will be placed on display in the Academy's museum.

The "grog tub" is the traditional source of the daily allotment of rum and water dealt out to British sailors.

HMS Sheffield arrived at Annap-

olis, Md., for a six day courtesy visit. During the stay, ship's personnel were guests of the Navy during its football game with Columbia.

HMS Kenya and HMS Sparrow came into San Francisco for a one week stay with shore leave for all hands

#### Round the Horn

Three U. S. submarines visited Valparaiso, Chile, in observance of Chilean Independence Day.

On a South Atlantic training cruise, uss Diablo, uss Cutlass and uss Conger rounded Cape Horn and arrived in Valparaiso for a three-day

This is the second time that U.S. submarines have successfully navigated these treacherous waters noted for sudden severe storms and numerous hidden reefs.

USS Sea Robin was the first submarine to accomplish this difficult navigational feat, in June of this year.

#### Navy Is Host

Various Navy activities were hosts to a group of high ranking Turkish Army, Navy and Air Force officers on a tour of the United States.

Among the distinguished visitors were Gen. Salih Omurtak, chief of the general staff, Turkish Armed Forces; Rear Admiral Necati Ozdeniz, deputy chief of staff, Turkish Navy; and Lt. Gen. Zekib Dogan, commanding general of the Turkish Air Force.

#### LAST DECEMBER



Fleet Admiral Halsey retired from active duty. Navy revealed Mark 3 Toss Director designed to protect dive - bombers from own blasts. President

Truman proclaimed the cessation of hostilities of World War II, 31 December.

#### **DECEMBER 1947**

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HONOR guard of USS Fresno (CL 121), anchored in Thames river, Greenwich, England, is inspected by Admiral Conolly, ComEastLantMed, and ship's CO.

#### **Hearty Welcome**

Seven U. S. naval ships were given a hearty and enthusiastic welcome by the governor, mayor and citizens of Izmir, Turkey, during a visit to that Mediterranean province.

During the stay in port, hundreds of men from the ships visited the ruins of Ephesus and the Izmir International Fair. In turn, the Turkish citizens crowded aboard the various ships for some sightseeing of their own. It is estimated that upwards of 20,000 people visited the ships during the six-day visit.

Ships that enjoyed the visit were aircraft carrier USS Leyte, light cruiser USS Dayton, destroyers, USS Stormes, USS Massey, USS Owens, USS Henley and destroyer tender USS Yellowstone.

#### Oldest Ship Needs Aid

Oldest ship in the Navy, the frigate Constellation, is in need of assistance in fighting the wear and tear of time.

On the 150th anniversary of the Constellation's launching, Admiral Raymond A. Spruance, USN, president of the War College at Newport, R. I., made a plea for the preservation of the ship as an historical monument.

Speaking from her battle-scarred deck, Admiral Spruance urged the country's patriotic societies to rally around and raise funds to rebuild the veteran of four wars. Unlike her sister ship, the Constitution, the Constellation has been very much

neglected and has not received the proper upkeep as an historical monument.

With the Constitution, whose 150th anniversary was celebrated on 21 Oct, the Constellation is resting peacefully at the Navy Yard, Boston, Mass.

A few days following Admiral Spruance's plea, the Rhode Island chapter of the Sons of the Revolution announced a national campaign to raise \$2,000,000 for the restoration of the Constellation.

#### **Advisory Committee**

The Army and Navy Munitions Board has invited 13 representative manufacturers and users of machine tools to become members of a machine tool industry advisory committee.

Committee members who are representatives of the machine tool industry at large will help the munitions board formulate plans for the machine tool industry relative to industrial mobilization planning.

Numerous problems concerning efficient use of machine tools in times of emergency will be studied by this committee.

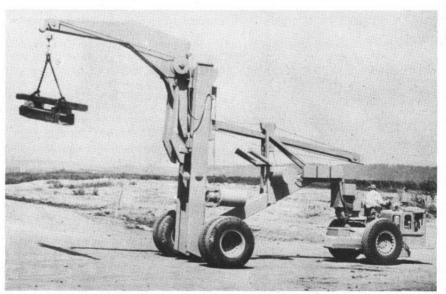
#### 100,000 Feet-UP

One hundred thousand feet is a long way up, but the Navy has hopes of reaching that altitude by means of unmanned balloons which will carry instruments to record unexplored atmospheric phenomena.

The balloons, still in the experimental stage, are being developed in collaboration with the General Mills Aeronautical Research Laboratory at Minneapolis, Minn.

Light in weight and unusually strong, the balloons are plastic and are expected to carry 70 pounds of scientific instruments. Balloons in clusters of three and four will be sent up to carry increased amounts of research equipment. Helium gas will be used.

Flights are planned near Minneapolis and possibly at the Naval Air Station, Lakehurst, N. J.



HUGE CRASH crane with lifting capacity of 12 tons has been placed on carrier Franklin D. Roosevelt for test purposes. The crane is electrically operated.

#### **Rockets from Ships**

Navy ships of tomorrow will soon be catching up with the design and potent destructive power created for them by pulp science-fantasy writers.

Not long ago, the world had a look into the future when the U. S. Navy launched a captured German V-2 rocket from the aircraft carrier USS Midway. This was the first time in history that a large bombardment rocket had been fired from either a ship or a moving platform.

Although the 45-foot, 14-ton missile exploded after traveling only six miles, Navy officials hailed the experiment as successful. The primary purpose of the experiment was to ascertain if large bombardment rockets could be fired from modern aircraft carriers without requiring modifications that would affect flight operations. The modifications made on the *Midway* for the rocket launching platform had no effect on flight operations.

Previous firing of V-2 rockets have been made by the Army at the White Sands proving grounds in New Mexico. Average distance of vertical flights made by V-2s in New Mexico has been 85 miles, while the established record is 114 miles.

This gives a clear outlook on the position Navy ships will play in future wars. With the present maximum gun range of about 20 miles, Navy ships making shore bombardments are easy targets for long-range shore batteries. However, with the aid of rockets the firing range of ships can easily be increased to almost 200 miles, placing every coastline in the world within easy range of destructive rocket weapons.

Presently the Navy is planning to have two guided missile ships. The battleship Kentucky and the battle-cruiser Hawaii are being constructed for such purposes. It is anticipated that more V-2 rockets will be fired before such launching platforms will definitely be installed in the Kentucky and Hawaii.

"This launching," said Rear Admiral D. V. Gallery, USN, Assistant Chief of Naval Operations for Guided Missiles, who witnessed the firing of the V-2 rocket from USS Midway, "will mark the beginning of a new era in naval weapons."

Elaborating on the future possibilities of rocket-carrying Navy ships, Vice Admiral Forrest P. Sherman, USN, Deputy Chief of Naval Operations, commented that such ships would lend great support to land military operations by extending the



TEMPORARY structure on USS Macon is the helicopter platform which may replace the catapult for airplanes, if present experiments prove successful.

range of ship bombardment many miles inland.

The recently published 1946-47 edition of "Jane's Fighting Ships" made the prediction that the main armament of battleships will be guided missiles as a counter to atomic bombs. Its editorial said, "... from official utterances, it would seem that the United States Navy looks to guided missiles of exceptional accuracy and range to counter attacks by aircraft carrying atom bombs."

## 18 YMSs Get Names, Now Auxiliary Minesweepers

Formerly designated only by numbers, 18 YMSs have been given names and reclassified:

The vessels and their names are as follows: YMS 45 changed to uss Barbet (AMS 41); YMS 109 to Brambling (AMS 42); YMS 113 to Brant (AMS 43); YMS 114 to Courian (AMS 44); YMS 120 to Crossbill (AMS 45); YMS 136 to Egret (AMS 46); YMS 193 to Fulmar (AMS 47); YMS 268 to Lapwing (AMS 48); YMS 271 to Lorikeet (AMS 49); YMS 290 to Nightingale (AMS 50); YMS 291 to Reedbird (AMS 51); YMS 299 to Rhea (AMS 52); YMS 311 to Robin (AMS 53); YMS 327 to Ruff (AMS 54); YMS 402 to Seagull (AMS 55); YMS 444 to Turkey (AMS 56); YMS 294 to Redpoll (AMS 57), and YMS 425 to Ciskin (AMS 58).

#### **Well Guarded Train**

The special document-laden Freedom Train will be guarded on its year-long, 33,100-mile exhibition tour by a special detachment of 27 members of the Marine Corps and one chief pharmacist's mate.

Starting from Philadelphia, the train is bent on a citizenship-raising mission, and will carry 100 documents tracing the nation's history from the discovery of America to the formation of the United Nations.

Sponsored by the Office of the U. S. Attorney General, the trip will be financed and directed by the American Heritage Foundation, a non-profit, non-partisan organization representing business, labor, religious, education and community groups.

Among the documents the train will carry through 300 communities in the 48 states are the Bill of Rights, Lincoln's Emancipation Proclamation and Jefferson's rough draft of the Declaration of Independence.

#### From Barracks to Church

Eighteen members of the Bikini Scientific Resurvey group and various Navy officials joined 225 Marshallese natives in the dedication of a newly constructed church on Carlos Island, Kwajalein atoll.

Most of the wood for the construction of the church came from the remnants of a Japanese barracks building on the island, which served as a receiving station for Japanese personnel during their occupation.



CONSTANT companion to blind Navy wife is Cindy, four-year-old seeing eye dog owned by Mrs. Peggy Briggs, now under treatment at a naval hospital.

#### **Top Administrators**

Announcement was made of several Presidential appointments to top administrative posts under Secretary James Forrestal in the new national defense organization.

Sidney W. Souers, Rear Admiral, USNR (Inactive), former director of the Central Intelligence Agency, was appointed executive secretary of the National Security Council, which helps the President coordinate national, military and foreign policies. The council is composed of the President, Secretary of State, Secretary of Defense, Secretaries of Navy, Army and Air Force and chairman of the Resources Board.

Rear Admiral Roscoe Hillenkoetter, USN, director of the Central Intelligence Agency before the unification, takes the same post under the new national defense organization.

Other appointments filled other top positions. Maj. Gen. William H. Draper, USA (Ret) was named Undersecretary of War while serving as economic adviser to occupation forces in Germany.

Maj. Gen. Alfred M. Gruenther, USA, was appointed director of the joint staff of the Joint Chiefs of Staff, a group of not more than 100 officers who will perform tasks directly under the operating heads of the Navy, Army and Air Force.

Arthur H. Hill, chairman of the board of a large business organiza-

tion, was named chairman of the National Security Resources Board, made up of officials of various Government departments and agencies for planning the utilization of national wartime facilities.

The appointee to the chairmanship of the Munitions Board was Thomas J. Hargrave, president of a large photographic supplies manufacturing concern, who will preside over a group of representatives of the components of the armed forces in coordinating military industrial procurement and planning.

#### **NATS Pioneer**

Among the members of the Naval Air Transport Service's VR-7 to reenlist was a pioneer of the organization, William H. Brown, AMM1, USN.

Brown was one of the original 72 enlisted men in NATS, being assigned to it early in 1942. He has served with NATS since then, having had duty with VR-1, VR-10 and VR-6 before his VR-7 assignment.

For his next service, Brown has chosen the Atlantic Wing, where he hopes to be detailed to the engineering department of VR-1.

#### **Navy's Phantoms**

We have read about Phantoms in the comic books, and now we have a whole squadron of Phantoms in the Navy.

Navy Phantoms are jet planes, designated FD-1, comprising the first squadron of jet planes formed for service on an aircraft carrier.

Formed at NAS, Quonset Point, R. I., Squadron VF-17A is under the command of Commander Ralph A. Fuoss, USN. Combat-experienced pilots ordered to duty with VF-17A will be the nucleus for future jet fighter squadrons.

The first jet plane flights from a carrier were made from USS Franklin D. Roosevelt off the Virginia Capes in 1946. Since then their development has been rapid.

The FD-1 jet planes, manufactured by McDonnel Aircraft Corp., St. Louis, Mo., are powered with two Westinghouse turbo-jet engines. The famous Skystreak jet plane which recently set a world speed record of 650.6 mph should not be confused with the Phantoms.



GOING UNDER is Army PBY which crash-landed at St. George Island, Alaska. Nine airmen were saved from an icy death by the crew of USS Achenar.

#### Faster Than Sound?

Probing the sonic barrier is the Navy test aircraft the D-558, or Skystreak. The plane has completed more than a score of successful test flights at Muroc Dry Lake, Calif.

Knowledge of what happens to aircraft as they approach the speed of sound—the so-called transonic region—is what the Navy is seeking. Research in which the D-558 is the guinea pig will give aircraft designers information they need to build tomorrow's combat airplanes.

The Navy reports the tests are progressing rapidly and smoothly, and that no serious bugs have shown up in the Skystreak as yet.

When the Skystreak whooshes into the air at Muroc, the researchers aren't so much interested in the milesper-hour the ship attains. They measure extreme speeds in terms of the speed of sound. And sound, as you know, varies in speed according to the medium in which it travels. In air, the speed of sound varies according to temperature and pressure. Thus the speed of sound is less at higher altitudes and relatively greater at lower altitudes.

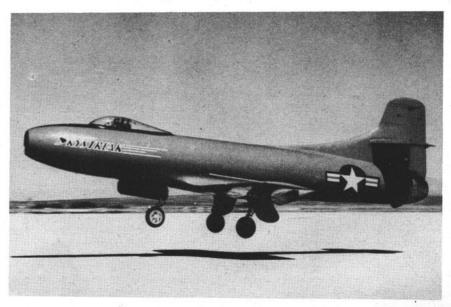
The researchers are interested in the speed of the Skystreak relative to the speed of sound, and they measure this in terms of a "Mach number."

For a given series of tests of the D-558, a Mach number is chosen. In all tests so far, this Mach number has been less than the speed of sound. The aircraft goes up to an altitude of nearly six miles, and there the test pilot gives her the gun. The power is increased until the desired Mach number is reached. Then the plane is put through test maneuvers calculated to reveal impending buffeting or loss of control or stability, all serious problems of high-speed flight.

The test program continues at successively lower altitudes. At each altitude, the desired Mach number is reached and the plane is tested. As the altitude decreases, the airplane must fly faster and faster to reach the same Mach number. At the lowest test altitudes, actual speed of the plane is about 50 miles-per-hour faster than that required for the same Mach number at the highest test altitude.

As one test phase is completed, a higher Mach number is chosen for succeeding tests, and the Skystreak slowly approaches the speed of sound.

The Navy says one of three things will happen to halt the Skystreak's progress. Shock waves will form and reform with such suddenness that



TAKING the air is the Navy's transonic research plane, loaded with more than 500 pounds of instruments to record flight data during its performance.

violent buffeting will result; control surfaces will lose their effectiveness and make the plane unmanageable at high speed, or the maximum power available in the big TG-180 jet engine will become insufficient to push the plane faster against the rapidly rising "drag" created by aircraft at high speeds.

The Skystreak already has flown at speeds where performance data is incomplete, adding to the store of information aeronautical engineers must have to build planes of the future.

The D-558 may never pierce the sonic barrier — but she'll point the way.

#### **Fancy Fancywork**

A former Marine, wounded at Iwo Jima, again had the situation well in hand at the Oklahoma State Fair in Tulsa.

In competition with woman experts from all over the state, former leatherneck Lyle Grigg came out on top with his exhibit of fine needle and loom handiwork.

His entries of a sofa pillow, bedspread and loomed throw rugs earned him three first prizes, while a luncheon set, more rugs and hot dish pads won him three second awards.

Landing with the first wave of Marines at Iwo Jima, Grigg was wounded in the head and was virtually helpless for almost two years.

Navy medical rehabilitation experts taught him the use of his hands and also the art of hand loom and fine needle craft.

#### **Princeton Gets Painting**

The aircraft carrier USS *Princeton* has received a copy of an original painting of the "Battle of Princeton."

Presented to Vice Admiral James L. Kauffman, USN, Com 4, by the Historical Society of Pennsylvania, the painting was flown to Bremerton, Wash., where the *Princeton* was docked. It arrived in time to be mounted and displayed for the Navy Day celebration.

#### No Time for Play

The plebes at the Naval Academy had no time for play while their elder midshipmen were away during the hot summer months.

Instead they went through a rigorous training period which saw the young plebes sweltering on the drill field, pondering hard-knotted problems in the classroom, flying over the Severn in aviation class, combatting each other on the athletic field, and performing every conceivable duty within the brigade.

As if all that wasn't enough for a proper initiation to the rugged Academy life, the newcomers weren't permitted to escort young ladies during the summer months. Their time was fully devoted to military training.

What did they have to say about this?

A poll was conducted among the 840 plebes to determine their reac-

The answer may be considered startling. It was overwhelmingly favorable.

#### NAVY HAS AN EYE TO WEATHER AND FUTURE

With a goal of 1,200 Naval Reserve officers and 8,000 enlisted personnel ready for quick mobilization. the Navy is currently backing a program providing employment of qualified meteorologists in various indus-

The American Meteorological Society has appointed a Committee on Industrial, Business and Agricultural Meteorology - otherwise known as CIBAM-to interest several hundred American industrial concerns in emploving consultant and company meteorologists to reduce losses through the use of specialized operational weather information.

Captain Howard T. Orville, USN, head of naval aerology, is chairman of CIBAM. Other members are United States Weather Bureau, Army and civilian meteorological experts.

The program is a boon to the armed forces, to businesses, and to many hundreds of former service personnel, qualified as competent meteorologists during the war but employed since their discharge in fields far different from meteorology.

After VJ-Day the Navy released



NAVAL TRAINING will benefit industries taking advantage of Navy-backed plan for employment of meteorologists.

more than 1.200 qualified aerologists to civilian life. A small number found employment in the United States Weather Bureau and with civilian airlines. The Navy estimates there are between 800 and 1,000 Naval Reserve aerologists who would like to get back to their wartime special-

CIBAM seeks to acquaint business. industry and agriculture with the many practical applications of meteorology to their daily operational problems.

Upon receipt of an inquiry, CIBAM will designate an aerologist to conduct a survey for the company over a period of time sufficient to become thoroughly familiar with the operational problems of the company.

Upon completion of the surveywhich may take from six to 18 months -a report will be submitted to the company recommending the personnel, weather facilities and types of reports necessary.

When the company approves the report, CIBAM will then recommend competent personnel qualified to serve as staff or consultant meteorologists.

Several hundred industries could profitably employ a meteorology staff to cut down huge losses attributable to unfavorable weather conditions

The feasibility of the program is illustrated in the many uses industry is making of meteorology at present. A large oil company, drilling five miles off the coast of Texas, employs three former Navy lieutenants to make weather and sea forecasts. Employing large barges, the company can ill afford a sudden storm or even a heavy fog. The meteorologists are saving the oil company an inestimable sum of money from bad weather losses.

A climatologist from the University of Maryland measures the effect of weather and climate on the growth of farm products for a large frozen foods manufacturer. He knows when the produce will ripen and pickers will be ready for the job.

In Boston, a former Navy lieutenant has hired an all-Navy staff to maintain a 24-hour weather watch, making weather estimates on a contract basis for a large airlines company, tobacco concern, an advertising outfit which employs former Navy blimps, for department store executives who want to know on what fine days to plan an advertising campaign, and for other businesses.

Long Footsteps

Following in the footsteps of his famous brother, Donald Basilone, 17, has enlisted in the Marine Corps.

His brother, Sgt. John Basilone, won the Congressional Medal of Honor in the defense of Henderson Field, Guadalcanal, in 1942. In winning the nation's highest award. Sgt. Basilone machine-gunned 38 Japanese to death. Upon the conclusion of this battle, Sgt. Basilone was ordered back to the U.S. to help the Treasury Department in connection with the Third War Loan drive. Again volunteering for active duty. Basilone was killed the first day in the bloody beach fighting at Iwo Iima in 1945.

The younger Basilone has been ordered to Parris Island, S. C., for his boot training.

Good Off-Duty Duty

Life at a receiving station isn't all musters and general details - and here's proof of it.

The receiving station at Pearl Harbor recently purchased a fully equipped sailing yacht for recreation of the enlisted men. Complete with 2,200 square feet of sail area and a 54-foot mainmast, the 60-foot vessel was built in New Zealand of kauri, teak and mahogany.

Cruises, with the exception of one compulsory training cruise each week, consist of recreational trips and interisland and ocean races. These sailings offer experience in seamanship, including the handling of small boats under oars and sails. Both pulling and sailing dingies are carried by the vacht.

#### **Riggs Heads Reserves**

The new Assistant CNO for Reserves and Director of the Naval Reserve is Rear Admiral Ralph S. Riggs, USN, who left his duty with the Gen-

eral Board to take up his new post.

He succeeds Rear Admiral John Gingrich, USN, who was assigned to duty with the Atomic Energy Commis-

During World War II, Rear Admiral Riggs com- Rear Admiral Riggs manded DesDiv 2.

DesRon 14, USS South Dakota and CruDiv 12. Before reporting for duty with the General Board, he was commandant of the U.S. Naval Base in Philadelphia and ComCruDiv 14.







OUTSTANDING in the swimming and diving meet were (left to right) R. Grabisch, S1; Lt. J. Higgins; and R. Gielow, Camp Lejeune, N. C. Each won two events.

#### **All-Navy Swimming**

Navy and Marine Corps swimming stars—each a champion in his own right—smashed eleven records in the highly successful debut of the All-Navy Swimming and Diving Championships.

Bleachers at the mammoth indoor pool at Naval Air Station, Jacksonville, Fla., were packed by 7,500 cheering fans, who saw four Florida state AAU records and seven pool marks shattered in the three day show.

The outstanding performances of the meet were turned in by Ralph Grabisch, S1, USN, of the San Diego Naval Training Center, who snatched the 200-meter freestyle event from the highly favored Jacksonville entrant, Johnny Higgins, and then went on to set a new pool standard of 1:02.4 in the 100-meter freestyle race.

Although no team trophy was awarded, the West Coast outfit and the squad from the 7th, 8th and 9th naval districts led the field with 53 points each.

Other results are as follows:

- 1500-meter freestyle—R. M. Gielow (Camp Lejeune). Time—22:49.2 (Fla. state AAU record).
- 200-meter freestyle—R. Grabisch (USNTC San Diego). Time—2:25.7.
- 3-meter springboard dive L.
   Stauffer (USC, Los Angeles). Points—
   177.66.
- 300-meter medley relay—Hawaiian Islands team (R. J. Tribble, G. Mc-Kinzie, H. L. Mize). Time 3:43.5 (Pool and Florida State AAU record).
- 400-meter freestyle—J. H. Higgins (Pensacola Preflight). Time — 5:20.4 (pool record).
- 100-meter backstroke—R. J. Tribble (Honolulu). Time— 1:10.1 (pool record).
- 200-meter breaststroke T. A. Schaure (Great Lakes). Time— 2:59.4.
- 800-meter freestyle relay Commands 11-12-13 (Mahan, Ingles, Miller,

Grabisch). Time—10:17.7 (pool and Florida State AAU record).

- 800-meter freestyle—R. M. Gielow. Time—11:39.7.
- 100-meter freestyle—R. Grabisch. Time—1:02.4 (pool record).
- 300-meter individual medley—J. H. Higgins. Time 4:22.5 (Pool and Florida State AAU record).

#### **All-Navy Football**

Picturesque Balboa Stadium, San Diego's mammoth bowl which was the scene of the All-Navy boxing finals, will once again swing wide its doors for an All-Navy sports show.

This time, however, the boxing ring will be replaced by the white chalk marks of a football field, for it will house the battle to determine the top team in naval football.

The two finest grid combines in the Navy and Marine Corps don their war paint and feathers on 20 December for a classic that promises to be one of the best in the land.

Through district and area conferences, the outstanding squads have been powering their way into the limelight, and will soon be fighting in the eliminations for a berth in the big show.

#### **BatCruPac Track Meet**

The big Pacific Fleet sports program got off to a roaring start at Terminal Island, San Pedro, Calif., with the BatCruPac track and field meet.

Approximately 3,500 men from the ships of the unit swarmed the stands, while over 300 of their shipmates competed on the field which was prepared by personnel from different ships and the base.

A one-quarter-mile track, sprint lanes, jumping pits, etc., were the scene of competition, and while they viewed the proceedings from the sidelines, spectators munched hamburgers and hot dogs and drank soda pop, beer and milk.

The BatCruPac title went to cindermen from USS Columbus (CA 74), who massed a total of 59 points, 15 tallies better than the second place USS Iowa (BB 61) could do.

Third place went to USS Springfield (CL 66), with a 37-point total. The other teams finished in the following order: USS Astoria (CL 90), 32½; USS Duluth (CL 87), 17; USS Topeka (CL 67), 16; USS Atlanta, (CL 104), 16; Staff ComBatCruPac, CL 10½; USS Los Angeles (CA 135), 10½; USS Curtiss (AV 4), 10; USS Bronx (APA 236), 5 and USS Pasadena (CL 65), 5.

#### **Hot Hoopsters**

Piling up an impressive record of 18 wins in 22 starts, the basketball squad of USS Antietam (CV-36) is top-dog in the areas the carrier has visited, and is looking for more challengers.

Although the Flyers were not organized for play in the 12th Naval District last year, they plan to enter a strong outfit in west coast league play come the 1947-48 season, with sights set on the All-Navy crown.

#### BATTLESHIP NEW MEXICO ON AUCTION BLOCK

The 29-year-old USS New Mexico, second of four old battleships the Navy will sell to United States citizens, has reached the auction block.

Displacing 30,000 tons, the vessel was stripped in Boston naval shipyard and scheduled for sale by the U. S. Navy vessel disposal office in New York.

Only citizens of the United States are eligible to buy the vessel. The buyer must guarantee scrapping the battleship, although some of the machinery may be maintained intact.

Transaction of the first battleship,

(USS Oklahoma) sold by the Navy was completed on 5 December 1946, but the vessel sank on 17 May 1947 while tugs were towing it from Pearl Harbor.

The Navy will sell two more battleships—uss *Idaho* and uss *Wyoming*—after they are stripped in the

Norfolk Navy yard.

USS Sangamon (CVE 26), sold in mid-October, was the last of 49 baby flattops the Navy had planned to dispose of through sale. Of the 49 already sold, 18 were scrapped and 30 were converted to cargo ships.



CONGRATULATIONS given hurler Joe Perry after brilliant job in All-Navy softball tourney by CAPT S. J. Michaels of Alameda. Manager Ray Franks holds trophy.

#### All-Navy Softball Tourney

Displaying a brilliant brand of play, the Naval Air Station Hellcats of Alameda, Calif., blasted their way through the NAS Jacksonville, Fla., Flyers to annex the first All-Navy softball crown.

It was sensational pitching by Joe Perry, S1, and equally great fielding by the Californians that were responsible for the tourney win.

The visiting Flyers bounced to an early lead, taking the tournament curtain-raiser 6-2. Going into the third inning on the short end of a 1-0 score, the Jaxmen rallied to go ahead 2-1, and then picked up additional counters in the fourth and sixth stanzas.

The second day, Alameda served a warning for all to see, as they backed effective 3-hit shut-out pitching by Perry with 4 runs, to knot up the series at one-all.

Having sharpened their batting eyes with the victory of the day before, the Hellcats put their war-clubs to work in the third game, scoring a resounding 14-1 route. The Alamedans picked up runs almost at will, making the scoreboard jump in nearly every inning.

On the fourth and deciding day, Perry turned in one of the finest twirling performances of the year, shutting out the Jacksonville team 4-0.

#### **Marines Win Tourney**

Hail to the All-Navy baseball champions — the Quantico Marine Base Devildogs!

Showing the type of fight that makes a champ, the Leatherneck squad cut the championship aspirations of the Bluejackets from San Diego's Naval Training Center thinner than frog's hair by coming back to win three straight games after dropping the series opener.

Fighting back after taking a 15-0 pasting in the first game, the Marines won the second game 5-2, the third 21-4 and then set 6,000-plus final-day fans to cheering wildly with a 5-0 win in the title contest.

Private first class Bucky Loomis, ace pitcher for the new champions, earned himself the plaudits of the entire gallery and the healthy respect of the training center batters, as he turned in two brilliant hurling per-

formances, winning the second and final games.

Loomis, whose baffling drops and curves held the visiting batters in check throughout the two games he worked, notched his 19th and 20th wins for the season in the tournament.

In the few moments his pitching weakened, brilliant playing afield pulled him out of the rough spots.

Young Doug Standley, Pfc., brought the huge audience to its feet two times in the final game, as he made spectacular catches in his right field position to virtually rob the batter of an extra-base blow.

Both times the victim of his miraculous "saves" was lanky Buck Shaw, S2, Bluejacket first baseman. In the fourth inning of the final game, Standley raced to deep right-centerfield and with a twisting leap, hauled from the sky what looked like a definite three-base hit.

In the 7th inning of the same game, the spectacular outfielder scooted over into the same position and made a diving shoe-string catch which ended in a somersault, picking from his shoe-tops a line drive that had all the appearances of a two-bagger.

Power at the plate accounted for the first win for the Bluejackets, as they slapped for safe hits everything a pair of Quantico hurlers offered.

After three scoreless innings, husky Norm Albertson, S1, NTC catcher, tagged the second pitch in the fourth, and when the echo of a well-hit ball



PLAYING coach Capt. R. H. Spuhler receives the All-Navy trophy from Maj. Gen. C. B. Cates for the championship Quantico Marine baseballers.

faded, the pellet was soaring over the left field fence, 320 feet away.

This gave the sailors their start to victory. From then on out, they hit hard and often, with Albertson collecting another four-bagger in the 8th stanza, and Jack Suter, F1, the San Diego right fielder, hitting a grand-slam home run that traveled over 350 feet with the bases loaded in the 7th.

The Quanticoans came back in the second game, with Loomis working smoothly and efficiently. Although they were outhit 8-7, the Marines took advantage of every opportunity on the bases and in the field, and grabbed a decision that knotted the series at one apiece.

In the third game of the three-outof-five tourney, the Marine contingent climbed into their hitting shoes and assumed the tactics that had been the sole property of the Bluejackets, laying down a barrage of 22 hits

for 21 runs.

Behind his teammates' attack, Pete Cherinko, Pfc., limited his opponents to 10 well-scattered hits and 4 runs with his slants from the mound.

The big gun in the rejuvenated Quantico offense was lanky Warrant Officer Pete Larghey, who laced out a triple and a home run to drive 6 runs across home plate.

Suter collected his second home run of the series in the same game

to lead the NTC stickers.

The final day saw the top pitchers from each team on the mound for their respective ball clubs.

The cream of the crop would toss 'em across for both teams.

The Marines leaped to the lead in the third inning, scoring one big run. From that point on, they were never headed.

They followed their early advantage with two runs in the fifth canto, and then in the sixth inning, put the clincher on the ball game, series and title by adding two more to their total.

Promptly after the final game, the two ball clubs were called onto the field. Then while the entire audience stood and applauded, the All-Navy championship and runner-up trophies and the individual awards were presented by Maj. Gen. C. B. Cates, USMC, ComGen, Quantico MarBks and Training Schools.

Capt. Raymond H. Spuhler, USMC, player-coach of the Devildogs, accepted the huge championship trophy in behalf of Quantico, and Lieutenant (jg) George C. "Doc" Gamboa, DC, USN, accepted the second place trophy for San Diego.

#### COLOR, GOOD PLAYING FEATURE TOURNAMENT

The scene was the All-Navy baseball tournament. On the huge, welltrimmed Quantico playing field, the combined Quantico band and Marine drum and bugle corps marched in perfect cadence toward the main grandstand from centerfield.

A shrill blast of the drum major's whistle, and the marching legions smartly maneuvered into a huge N, then came to a halt before the grandstand. The strains of "Anchors Aweigh" brought the audience to its feet

Scant seconds after the finish of the Navy's great song, the symbolic N melted into uniform ranks of musicians, and was replaced by an M.

By Frank Tuttle, SPXNC3, USN
ALL HANDS Staff Writer

The Marine song floated through the air, and every man in the uniform of Uncle Sam's Soldiers of the Sea straightened to the proud strains of "Semper Fidelis."

Then from the stands marched the Commandant of the U. S. Marine Corps, Gen. Alexander A. Vandegrift, and with him Maj. Gen. C. B. Cates, commanding general of the Quantico Marine Barracks and Training School.

Straight to the front of the assembled musicians they marched, and then, with players from both competing teams flanking the band and drum and bugle corps, led the march to the flag pole in centerfield.

While the band played colors, Gen. Vandegrift raised the Stars and Stripes. The audience remained at attention for the Star Spangled Banner.

An abrupt about-face, the march back to the stands after ceremonies that could be termed none other than impressive and the tournament was under way.

When the San Diegoans arrived in Quantico, their roster carried the names of 24 of the finest ball players on the West Coast, seven of them from other stations in the 11th Naval District.

It would be an understatement to say that they were shaken to learn that the seven augmented players would not be allowed to compete in any of the final games.

Disappointed and downcast, the

Blue jackets fought their way to a 15-0 win in the first game, giving a demonstration of the kind of fight and never-say-die spirit exemplified by the All-Navy sports program.

Tournament Hits and Misses-Bob Ramsey, the little guy with the huge amount of pitching savvy that chucked more than his share of strikes across for the training center, has already made a big name for himself in baseball. Back in 1945 when Bob was throwing for his high school in Dallas, Tex., he was chosen for the All-American high school baseball team by "Esquire" magazine. . . . The NTC shortstop and fielding spark-plug, Jack "Red" Hollis, S1, is another lad that looked good to more people than had the opportunity to see him play service ball. Red will return to his position with the Atlanta Crackers in the Southern Association upon his discharge. . . . There's a long story behind the smooth playing and coordination of Hollis and Roy Williamson, Y3, the Bluejacket third baseman. In 1945, the two were playing ball together in high school in Columbia, S. C., and when they enlisted in the Navy, both were scooped up by the training center ball club, badly in need of infield strength at that time. The combination clicked, as Columbia rooters could have promised it would, and they have been playing together ever since.

One of the favorites of the tournament was big Al Hora, T/Sgt, a veteran of 13 years Marine service. Hora has been a definite asset to the Quanticans, hitting .316 for the past season. . . . Another heavy sticker wearing Marine colors was Sergeant Pete Peiritsch, gyrene third baseman. Pete was the outstanding player throughout the entire season for the Devildogs, leading the team in two-base hits, total bases, runsbatted-in and stolen bases. His batting average soared around his .354 final all year long, and he was a definite asset on the "hot corner" when defense was the need.

Hats Off to C. W. "Gunny" Irvin, T/Sgt, athletic publicity director for the Marine team. More than 15,000 fans made the turnstiles click during the four-day play-offs, brought partly through the reams of advance publicity released to Navy and commercial publications.



SHARPSHOOT-**ERS** of the Marine Corps are members of the San Diego pistol team which finished third in the nationwide match at Camp Perry, Ohio. Bottom (left to right) M.Sgt. L. E. Painter, team captain W.O. A. J. Sealy; (top — left to right) M.Sgt. O. C. Nelson, M.Sgt. W.E. Fletcher, M.Sat. W. J. Jordon.

casting and the eventual possibility of regional weather and climatic control.

**Navy Transmitter** 

A replica of the Navy's most modern high power, high frequency radio transmitting station at Dixon, Calif., was installed for public inspection at the National Association of Broadcasters Convention held at Atlantic City, N. J.

results of this joint GE-Army-Navy

weather research program will pave

the way for improved weather fore-

The transmitting station, a million dollar structure, is being built by Bureau of Yards and Docks.

The building contains some unique features, such as construction of reinforced concrete and resistance to blast and earthquake. The architectural feature of locating the columns on the outside of the exterior wall keeps the inside of the floor area clear in order to permit convenience of installation, operation and maintenance of equipment.

The most outstanding feature of the transmitter room is flexibility. The center aisle is kept clear and is flanked by cableways. This permits easy moving of equipment when alterations are to be made to the room. Large sliding end doors and overhead cranes provide for ease of delivery and unloading of heavy equipment.

The cableway system extends into the shop and storage spaces which have demountable walls for quick emergency expansion of transmitter space. The flexibility of the building permits any expansion to be made easily at low cost.

#### **Ordnance Plants**

Three naval ordnance plants which turned out millions of dollars' worth of munitions during the war are being cleared of their stored materials for leasing to private concerns.

In Center Line, Mich., a \$29,000,000 plant will be used by a large auto manufacturer for operation in producing or assembling automobiles and automotive parts. The lease has already been awarded, and production will commence as soon as some \$91,000,000 worth of naval ordnance equipment can be cleared and the plant tooled.

Naval ordnance plants at Canton, Ohio, and Milledgeville, Ga., are also being cleared for eventual lease.

The Canton establishment, valued at \$21,000,000, was a major source of medium caliber projectiles and guns during the war. The Milledgeville plant was engaged in machining fuze and primer parts for ammunition.

In accordance with the national security clause, all leases reserve the right of the Navy to regain full production requirements in the event of a national emergency.

#### **Weather Makers**

Old Sol bore down upon Mother Earth, the thermometer climbed upward to the nineties, people sweltered in the heat—and yet, snow fell!

Before Army and Navy officials in Washington, D. C., General Electric scientists demonstrated how clouds can be made to produce rain or snow. Using a commercial home freezer unit, lined with black velvet and lighted by a powerful beam, a super-

cooled water droplet cloud was manufactured by breathing into the box. Then by nucleating it with dry ice, silver iodide and other means the droplets were transformed into sparkling ice crystals which developed rapidly into miniature snow flakes.

GE scientists pointed out that the final results of these experiments undoubtedly would result in the creation of modern "rain makers." It was also pointed out that 20 cents worth of dry ice could produce 1,000,000 tons of water for hydroelectric power use, and \$200 worth could make rain all over the United States.

In the field of meteorology, the



PISTOL PACKIN' sailors are members of the PRNC pistol team which was top Navy team in the national shoot at Camp Perry, Ohio. The PRNC team was ninth in the nation-wide contest. Shown are: (bottom - left to right) CHMACHO. Pinion, team captain, LCDR W. W. Ellison; (top-left to right) E.L. Dunn, S1, and LTJG H. D. Troettin.

# THE BULLETIN BUARD

## Navy Puts New Enlisted Rating Plan into Effect 15 Jan 1948

The new enlisted rating structure, scheduled for Navy-wide adoption on 15 Jan 1948, has moved into the

final stage.

Information designed to guide commands in preparing for the big change has been presented in Bu-Pers Circ. Ltr. 189-47 (NDB, 30 September 1947), and more detailed instructions will be issued from time to time as necessary.

The letter applies only to changes in rating of regular Navy men, and such Naval Reserve personnel who may be on active duty under the appropriation "Pay and Subsistence of Naval Personnel." Separate instructions will be issued to cover enlisted men of the postwar Naval Reserve (including those in Class V-6 on active duty under "Appropriation Naval Reserve"), Fleet Reservists and retired enlisted personnel.

First announcement of the sweeping changes in store for the Navy's enlisted rating structure was made in BuPers Circ. Ltr. 40-47 (NDB, 28 February), and reported in detail by ALL HANDS (March 1947, p. 48). The latest directive, and any others which may follow, supplement the basic letter.

The transition process, affecting every enlisted man in the Navy, is complicated, to say the least. In order to simplify this as much as possible, BuPers has set up a step by step procedure. This will begin with the distribution of new personnel allowances. These allowances, based upon the new rating structure, will provide the key factor in making the changes from current to new ratings. Although the allowances are not effective until 15 Jan 1948, distribution will be made early to permit advance planning.

Second step in the transition plan was the preparation of what is called a "List of Authorized Horizontal Changes Between Current Rating and Postwar Rating Groups." This presents the same rating groups given in the original letter, corrected to date. However, the ratings are arranged differently in order to be of maximum assistance to commanding officers and personnel assistants.

In one column are listed the current ratings in the Navy. Opposite



Navy News, Guam

"As soon as I get my hand free, hand me the ship. I'll get it in here if it kills me."

this, aligned horizontally, are the new ratings to which changes will be made on 15 Jan 1948. Each command can effect changes in rating with a minimum of work by consulting the list of ratings, assigned personnel allowances and certain regulations laid down in the latest directive.

On 15 Jan 1948, enlisted personnel will be changed from current ratings to the appropriate new general service rating—of equal pay grades—in accordance with the following provisions:

 Personnel normally will be changed to a new rating which is aligned horizontally with the current rating.

 In some cases, current ratings are aligned horizontally with more than one new general service rating.
 In these instances, the following is applicable:

(1) If all of the horizontallyaligned ratings are included in new allowances assigned the command, changes may be made to any of these ratings. However, existing excesses or shortages on board in current rating groups should be reflected in the new ratings assigned in approximately the same ratio. It was pointed out that all inputs should be considered, especially in the YN, PN, TE and RM rating groups. COs were urged to take particular care in seeing that changes to one rating do not predominate to the exclusion of others, dependent upon allowances issued.

(2) If one or more, but not all, of the horizontally-aligned ratings is included in new allowances issued the command, changes normally will be made only to those ratings which are included in the allowances. Example: If the new allowances include YN and PN, but not TE, currently-rated yeomen will be changed in rating to YN or PN of equal pay grade, but not to TE.

(3) There is one exception, however, to the paragraph above. If, for instance, a yeoman because of his dominant qualifications obviously should be changed to TE (which is not included in the new allowances) rather than to YN or PN (both of which are included), the matter will be taken up in advance with the responsible administrative commander. To this end, administrative commanders were delegated authority to direct the change to the obviously correct new rating in excess of new allowances, provided that transfer to an appropriate billet in the administrative commander's organization is ordered. Personnel transferred in this manner will not be placed in a transient status on 15 Jan 1948.

 In cases where the horizontallyaligned ratings are not included in new allowances assigned the command, change to the new rating will be made without regard to the resulting excess in allowances. Such personnel will be eligible for future distribution, as determined by the appropriate administrative commander.

The provisions listed above are all based upon changes to horizontallyaligned ratings. The letter emphasized the fact that no change will be made to any new rating other

#### Steamer Peary for Sale; First Byrd Arctic Ship

After sixteen years' service on the Great Lakes, the steamer Peary, the little ship that carried Rear Admiral Richard E. Byrd, USN (Ret), on his first voyage into the Arctic, will go on the auction

The 155-foot vessel was retired by the United States Lakes Survey to make room for a modern dieselpowered craft. than one which aligns horizontally with the current rating.

· Personnel in current ratings, functions of which are not included in any general service ratings of the new structure, will be changed to an appropriate new general service rating for which they are determined best qualified. If necessary, the changes will be made without regard to new allowances authorized. COs were directed earlier (BuPers Circ. Ltr. 28-47, as modified by Circ. Ltr. 74-47) to take necessary steps to determine ratings for which enlisted men currently serving in aviation pilot ratings were best suited, and to prepare them for such changes in rating. The new letter directs that similar steps shall be taken by COs having personnel on board in other ratings (such as BMM, CMCBE) so that they will be qualified professionally for changes in rating on 15 Jan 1948.

 Unless otherwise directed, USN (temporary) officers and warrant officers who hold concurrent enlisted status will be changed in rating on 15 Jan 1948 in the manner prescribed above, whether or not they have been selected for permanent retention as officers. In all cases where the possibility of changes in rating to one of two or more new ratings exists (Y to YN, PN or TE, for example), the rating chosen will be that for which the individual is considered best qualified. Changes in the enlisted rating of USN (temporary) officers and warrant officers who have not reverted to enlisted status on or



"Hey, Elmer, wake up. It's almost time for the juggler to come on."

before 15 Jan 1948 will be made without regard to allowances. However, careful attention must be paid to each officer's qualifications and experience gained in both enlisted and officer status. The changes will be made strictly in accordance with the list of horizontally-aligned ratings.

• USNR (temporary) officers and warrant officers who hold a concurrent enlisted status will be changed in rating in their permanent enlisted status in the same manner as USN (temporary) officers and warrant officers so that their correct postwar enlisted rating will be indicated upon release from active duty.

The instructions outlined above will apply to all enlisted personnel and all having enlisted status, including those:

 On leave but records carried at an activity.

 Undergoing treatment at a naval hospital or other medical facility.

· In a disciplinary status.

Undergoing instruction at schools.

· On temporary duty.

Personnel in a travel status will be properly changed immediately upon reporting to new duty station. Men who are discharged in current ratings prior to 15 Jan 1948, and who apply for re-enlistment at other than recruiting stations on or subsequent to that date, will be re-enlisted in the horizontally-aligned new rating. The letter lists specific instructions covering this procedure.

Separate instructions will be issued regarding:

· Personnel accounting procedures.

New rating abbreviations.

 Standard nomenclature for each pay grade of individual ratings.

Rating badges.

 Details for recording changes of rating in service records.

 New ratings in which personnel discharged prior to 15 Jan 1948 will be re-enlisted on or after the changeover date.

In addition to the rules listed above, the new letter outlined the following requirements and restrictions:

 Changes in rating from RDM to AC and from SPV to AC shall not be made unless personnel meet physical requirements and have satisfactorily completed control tower operators' school.

 Changes in rating from AFC to AT shall not be made unless personnel have satisfactorily completed AETM school.

· Changes to the new CT rating

may be made only at CNO (CNC) activities.

• Specific instructions relative to the changes of S1 and S2 to AN and AA, respectively, are contained in the letter. In general, such changes should be limited to those personnel who are:

(1) Graduates of the aviation fundamental school, or

(2) Graduates of other naval air training schools, or

(3) Officially designated as strikers for current aviation ratings, and

(4) Attached to commands which are allowed AN and AA in the new rating structure allowances.

• Changes to UM shall not be made without prior BuPers approval. After having received appropriate allowances, activities concerned may recommend such personnel within the new allowance to BuPers (Attn: Pers-67) giving the following information:

(1) Statement as to qualifications.

(2) Past experience in diving.

(3) Diving school course satisfactorily completed.

(4) Statement of physical qualifications for diving.

(5) Age.

(6) Date of expiration of enlistment.

In the event that the BuPers letter of authority is not received before 15 Jan 1948, change will be made to another appropriate rating. Upon receipt of authority for change to UM—if after 15 January—proper change in the new rating structure can be made.

All activities were directed to review for accuracy and completeness the Navy Job Classification Codes of all enlisted personnel, as soon as possible and prior to 15 Jan 1948, and to make necessary corrections. Each code number assigned must accurately reflect the naval experience and ability of the individual.

Although training courses and other material based on the new rating structure are being prepared, the literature will not be available for distribution until after the transition date. In view of this, professional examinations embodying qualifications for new ratings of equal pay grade (as set forth in the Manual of Qualifications for Advancement in Rating). have not been made a prerequisite for changes to the new rating structure. COs were directed, however, to inaugurate within their commands inservice training programs which will insure that personnel will be able

to serve with maximum efficiency in their new ratings. Also, the new directive said, these programs should not cease on the date set for transition. They should continue until personnel are fully qualified in all duties of their new ratings. Additional detailed information on the instructional materials to be used in lieu of training courses will be furnished later.

It was emphasized that advancements in rating of enlisted personnel on and after 15 Jan 1948 shall not be effected, nor recommendations submitted, unless individuals concerned have been determined fully qualified in accordance with the new qualifications. This principle is applicable also to recommendations for changes in rating submitted to BuPers on and after 15 Jan 1948. This is deemed particularly important in regard to men advanced to pay grade 1, since they may be reduced in rating and their appointments revoked only by authority of the Chief of Naval Personnel (or by sentence of summary or general court martial). Because

of this factor, appointments to pay grade 1 will not be issued by the Chief of Naval Personnel on and after 15 Jan 1948 unless recommendations state that individuals are fully qualified for the appointments. The recommendations must be based upon the rating held in the new structure. This latter restriction is made to reduce to a minimum the number of men in the highest enlisted pay grade who at some future date might be subject to reduction in rating for lack of professional qualifications.

#### HERE ARE RATING CHANGES TO BE MADE THROUGHOUT NAVY

Listed below are the authorized changes in rating which will be made throughout the Navy on 15 Jan 1948, when the new enlisted rating structure is adopted. Provisions governing these changes in rating are outlined in the accompanying article. Personnel holding ratings in the column headed C.R.G. (current rating group) will be changed to the ratings which are aligned horizontally in the column headed N.R.G. (new rating group).

| C.R.G. | N.R.G.   | C.R.G.  | N.R.G. | C.R.G.      | N.R.G. | C.R.G. | N.R.G.         | C.R.G.   | N.R.G.   | C.R.G.      | N.R.G.   |
|--------|----------|---------|--------|-------------|--------|--------|----------------|----------|----------|-------------|----------|
| BM     | BM       | CMCBD   | DM     | AP          | (4)    | SKD    | DK             | SPOTE    | IM       | MMS         | MR       |
| *BMSRC | BM       | CMCBE   | BU(3)  | APLA        | (4)    | SKT    | SK             | *SPR     | PN(6)    | MOMM        | EN       |
| *BMSRR | BM       | CMCBS   | SV     | A.MM        | · AD   | *SKCB  | SK             | †SPSPS   | PN       | MOMM        | CM       |
| *BMSRS | BM       | SF      | ME     | /MMC        | AD     | PRTR   | PI             | †SPT     | PN(7)    | *MOSRD      | EN       |
| BMCBB  | BM       | SF      | FP     | AMMF        | AD     | PRTR   | LĪ             | SPT (CN' | TI TD(8) | *MOSRG      | EN       |
| *BMCBS | BM       | *SFSR   | ME     | AMMH        | AM     | PRTRL  | LI             | SPTLT    | TD       | EM          | EM       |
| BMM    | BM(1)    | *SFSRP  | FP     | AMMI        | AE :   | PRTRM  | LI             | SPV      | AD(9)    | EM          | IC       |
| TC     | GM       | *SFSRR  | FP     | AMMP        | AD     | SSMB   | SH             | SPV      | AC       | *EMSRG      | EM       |
| GM     | GM       | *SFSRS  | ME     | AMMT        | AD     | SSMC   | SH             | †SPW     | PN       | *EMSRS      | EM       |
| *GMCBG | GM       | *SFSRW  | ME     | AEM         | AE     | SSML   | SH             | SPY      | AC       | *EMSRT      | IC       |
| GMCBP  | GM       | SFCBB   | ME     | ARM         | AL     | SSMT   | SH             | SPXCT    | DM       | EMCBC       | CE       |
| MN     | TM(2)    | SFCBM   | DM     | AETM        | AT     | MUS    | MU             | SPXED    | DM       | EMCBD       | DM       |
| TM     | TM       | SFCRP   | FP     | AM          | AM     | MAM    | TE             | SPXJO    | JO       | EMCBG       | CE       |
| TME    | TM       | SFCBR   | sw     | AOM         | AO     | CCS    | CS             | †SPXKP   | MA       | EMCBL       | CE       |
| QM     | QM       | SFCBS   | sw     | AOMT        | AO     | SC     | CS             | SPXNC    | TO       | WT          | BT       |
| SM     | OM       | SFCBW   | ME     | AFC         | AO     | SCB    | CS             | SPXPR    | 10       | WTCB        | UT       |
| FCT    | QM<br>FT | M       | ME     | AFC         | AT     | BKR    | CS<br>CS<br>CS | †SPXQM   | JO<br>AC | B           | BT       |
| FC     | FC       | M       | FP     | AR          | AR     | SPC    | PN             | SPXTD    | DM       | *BSR        | BT       |
| FCO    | FC       | *MSRB   | ME     | PR          | PR     | SPF    | DC             | †SPXTS   | AC       | F1          | FN       |
| FCS    | FC       | *MSRC   | FP     | AERM        | AG     | SPG    | TD             | †SPXPC   | PN       | .F2         | FA       |
| PCS    |          |         | ME     | PHOM        | PH(5)  | SPI    | MA             | †SPXDI   | PN       | PHM         | HM(10)   |
| RM     | RM<br>TE | *MSRS ' |        | THUM        | TM     | SPP    | PH(5)          | S1       | SN       | HA1         | HN       |
| RM     | I E      | ML      | ML     | TMV<br>PTRV | AM     | SPP    | LI             | Si       | AN       | HA2         | HA       |
| RM     | CT       | PM      | PM     |             | AM     | SPPLB  | PH(5)          | S2       | SA       | PHMDP       | HM(10)   |
| ETM    | ET       | SAI     | IM     | SKV         | AK     | SPPLB  | PH(5)          | 52       |          |             | HM(10)   |
| RDM    | RD       | SAITR   | IM     | ABMAG       | AB     | SPPMP  | PH(5)          | S2<br>S2 | AA       | BGM<br>BUG1 | QM<br>SN |
| RDM    | AC       | SAIWR   | IM     | ABMCP       | AB     | SPPPG  | PH(5)          | 52       | FA       |             | DIA      |
| SOM    | SO<br>SO | SAO     | OM     | ABMGA       | AB     | SPPPG  | DM             | AS       | SR       | BUG2        | SA       |
| SOMH   | so       | SAD     | TD     | ABMPH       | AB     | †SPPVM | PH(5)          | MM       | MM       | ST          | SD       |
| CM     | DC       | SADMG   | TD     | Y           | YN     | SPQCR  | CT             | *MMSRO   | MR       | CK          | SD       |
| *CMSRB | DC       | PTR     | DC     | Y           | PN     | SPQIN  | CT             | MMCBE    | CD       | STM1        | TN       |
| *CMSRJ | DC       | †T      | TE     | Y           | TE     | †SPQRP | TE             | MMCBE    | CM       | STM2        | TA       |
| CMCBB  | BU       | †T      | RM     | SK          | SK     | SPQTE  | CT             | MMG      | MM       | STM3        | TR       |
|        |          |         |        |             |        |        |                | MMR      | MM       | (DIVERS     | UM       |

<sup>\*</sup>Include as functions only; not written into regular Navy allowances.

- (1) Recommended rating; refer to Para. 3(c)(7) of BuPers Circ. Ltr. 189-47.
- (2) BuPers Circ. Ltr. 40-47 (the basic letter for the new rating structure) presently lists current MN to change to new TM. However, a change to the letter probably will set up a new MN rating. In that case, current MN will change to new MN instead of to new TM.
- (3) Recommended rating; refer to Para. 3(c)(7) of BuPers Circ. Ltr. 189-47.
- (4) COs were directed previously to determine the rating for which

- enlisted personnel currently in aviation pilot ratings were best suited, and to prepare them for changes in rating; refer to Para. 3(c)(7) of Bu-Pers Circ. Ltr. 189-47.
- (5) BuPers Circ. Ltr. 40-47 (the basic letter for the new rating structure) presently lists one new rating group of PH; a change to the letter probably will split the new PH rating group into two separate groups, PH (non-aviation photographer) and AF (aviation photographer).
  - (6) Recommended rating.
- (7) Current SPT of this category are teachers and unclassified instructors, not SPT qualified as celestial navigation trainer instructors, as link trainer instructors or as SPTLT (see note 8).

- (8) Current SPT of this category are celestial navigation trainer instructors or SPTLT, not teachers or unclassified instructors (see note 7).
- (9) BuPers Circ. Ltr. 40-47 (the basic letter for the new rating structure) presently lists current SPV to change to new AD or AC. However, a change to the letter probably will include part of the functions of the present SPV rating group in the new AK rating group.
- (10) BuPers Circ. Ltr. 40-47 (the basic letter for the new rating structure) presently lists current PHM and PHMDP to change to HM. However, a change to the letter probably will split the new HM rating group into HM (hospitalman) and DT dental technician).

<sup>†</sup>V-10, USNR, rating groups only.

#### Aptitude Tests 13 Dec To Select 2,500 NROTC Students for 1948 Term

College aptitude tests will be given in 550 cities throughout the United States, Alaska and Hawaii on 13 Dec 1947 in the first step in the selection of 2,500 candidates who will be given a four-year Navy subsidized college education under the NROTC program.

The candidates selected will begin the 1948 fall term at one of the 52 colleges and universities in which the NROTC program is offered.

Each student will receive tuition, books, other normal college expenses and a \$50 monthly living allowance from the Navy.

Under the program, the candidates may take any course leading to a baccalaureate degree with the exception that certain naval science courses must be included. They also are required to participate in certain drills and cruises, and upon graduation, to accept a commission in the Navy or Marine Corps, if qualified.

They must then serve two years on active duty, after which they may request retention in the regular Navy or transfer to the Naval Reserve and release to inactive duty.

Applications for taking the tests were required to have been filed by 10 Nov 1947.

Out of the more than 50,000 applicants who took the tests in January of this year for the NROTC and Naval Aviation College programs, approximately 2,700 were selected for entering college this fall.

The tests for Naval Aviation College program has been suspended for this year and no original entries into this program will be made in the fall of 1948.

#### Appointment Forms Quoted in Directive

Official form for acceptance and oath of office for permanent appointment in the Navy is contained in BuPers Circ. Ltr. 184-47 (NDB, 30 September).

The new circular letter is a direct quotation from BuPers Circ. Ltr. 123-46 (NDB, 31 May), which was omitted inadvertently from the January-June 1946 Ships and Stations Letters. The directive contains provisions for the appointment in the line and staff corps of the Navy of certain temporary commissioned and Naval Reserve officers.

#### Schedule of Programs Beamed to Pacific Areas

Latest schedule of Armed Forces Radio Service programs beamed to Pacific areas is published here, subject to change. The schedule lists stations, frequencies and beam areas covered, and program times. All times referred to are Greenwich. The schedule:

| Station | Time     | Frequency | Beam Area                   |
|---------|----------|-----------|-----------------------------|
| KCBA    | 0315-084 | 5 15.15   | Alaska, Aleutians,<br>China |
|         | 0900-143 | 0 15.33   | SoWesPac-Philippines        |
| KCBF    | 0315-084 | 5 11.81   | Alaska, Aleutians,<br>China |
|         | 0900-143 | 0 9.70    | SoWesPac-Philippines        |
| KGEI    | 0530-103 | 0 15.13   | China and Japan             |
|         | 1045-143 | 0 9.53    | SoWesPac-Philippines        |
| KGEX    | 0530-084 | 5 17.78   | SoWesPac-Philippines        |
| KNBX    | 0530-084 | 5 15.33   | So and Mid Pac              |
| KWID    | 0530-113 | 0 11.90   | So and Mid Pac              |
| KWIX    | 0315-084 | 5 9.57    | Alaska and Aleutians        |
|         | 0900-143 |           | China and Japan             |

## Policy Outline Announced On Travel of Relatives

Transportation of relatives to overseas stations or between ports in the U. S. in Naval transports will be governed by a policy outlined in BuPers Circ. Ltr. 185-47 (NDB, 30 September).

Blood relatives — mother, father, brother or sister—of naval personnel normally entitled to transportation of dependents may be furnished transportation via naval transports on a space-available basis at subsistence rates.

Relatives by marriage may be authorized transportation on the same conditions only when they are wholly dependent upon the officer or man concerned, and are members of his household. Exceptions will be made for humanitarian reasons.

Relatives of the above category should be fully advised that their passage is on a space-available basis, and the Navy is not obligated for return passage.

Requests for transportation for relatives from U. S. to overseas stations must be submitted to BuPers (Attn Pers 812).

#### Undesirable Discharge Due to 'Unclean Habits'

Warning that men who incur repeated venereal infections are to be considered for undesirable discharge, BuPers Circ. Ltr. 179-47 (NDB, 30 September) calls attention to the provision of Art. D-9112, BuPers Manual, which gives authority for separation due to "unclean habits."

# Official Navy Material Gets Certain Exceptions To Law Requiring Postage

Naval activities mailing official material have been granted certain exceptions to the law requiring prepaid postage at fourth class rates to parcels in excess of four pounds, as previously reported in Alnav 175, (NDB, 15 August).

Departments, agencies and other governmental bodies mailing correspondence weighing over four pounds may, upon request to the Third Assistant Postmaster General, arrange to mail the parcels without affixing stamps. The postage in this case must be paid periodically upon the rendition of bills to the activities by the postmaster of the local post office.

Each parcel mailed under this arrangement must bear the inscription "U. S. Postage Paid," together with the name of the government department or agency on whose account the parcels are being mailed and the name of the post office where the correspondence is presented. The correspondence must also bear the usual return card printed over the words "Official Business" but omitting the penalty clause.

The following inscription should be hand-stamped on the parcels or printed on address labels furnished by the mailing agency:

#### U. S. POSTAGE PAID

(Insert name of agency) (Post Office & State)

The postmaster will keep a record of the postage chargeable at the fourth class or postal zone rates on each mailing, based on the standpoint of the mailing office, from an invoice or list to be furnished by the sender at the time of mailing.

The invoice or list is to be submitted in duplicate and must show the weight of each parcel and office of addressee, in such form as to enable the postmaster to compute the post-

The postmaster will enter on such invoice or list with each parcel the zone to which sent and the amount of the postage chargeable. One copy of the invoice or list will be returned to the mailer and the other retained in the post office files.

At the end of each month or upon

completion of a particular mailing, the postmaster will submit a bill for postage on Form 1034-Revised (Public Voucher for Purchases and Services Other Than Personal) to the local representative of the mailer or transmit it to the central office of the agency as may be designated.

While large mailing activities within naval commands may be able to effect appreciable savings in time, labor and equipment, small mailing activities should not request permits. Under this provision, most ships and mobile commands will not be granted permission for use of this mailing privilege.

Forms for listing of material mailed as required by the local postmaster will be made available from district publication and printing offices.

Payment for such permit mailing shall be charged in accordance with paragraph 23858-2 BuSandA Manual.

#### May Extend to Meet Service Requirements

Enlisted men requiring additional obligated service for a foreign cruise or foreign duty may extend their enlistment.

Alnav 205-47 (NDB, 30 September) announced that an enlisted man who has an approved application for transfer to a service school for a course of instruction, for transfer to a tour of shore duty, or where additional obligated service is necessary for a foreign cruise or foreign duty, may extend his enlistment for either one, two, three or four years in order to have the obligated service required for eligibility for such duty.

If already serving in a voluntary extension of enlistment, he may reextend his enlistment for either one, two or three years provided the extensions do not aggregate more than four years.

#### Operations Limited In Wildfowl Areas

The Navy has come to the aid of hunters.

Alnav 192-47 (NDB, 15 September) directed that training operations over or in marshland, bay areas and other common habitat of wildfowl would be curtailed or conducted so as to cause minimum disturbance of birds and interference with hunters.

Low flying or firing over bedded wildfowl is to be avoided especially, the directive pointed out.

#### 180 NAVY MEN SERVE AS MILITARY ESCORTS

The honor of paying final tribute to shipmates who gave their lives in World War II has been given to 180 hand-picked U. S. Navy military escorts.

Selected from the BuPers shore duty eligibility list, almost all of the Navy escorts are CMMs and CWTs, with more than 12 years of honorable service, who have by the character of their service proved themselves qualified for the job.

Because of the special nature of the task, BuPers made a careful search of shore duty applications to find the most capable personnel for escort assignment. Each man was interviewed and was offered the opportunity to volunteer. The final decision was based on the endorsement of prospective escorts' commanding officer, who was asked to weigh carefully the man's aptitude and qualifications for escort duty.

Upon having been selected by Bu-Pers, the men were transferred to Receiving Station, Washington, D. C., where they received instructions at the American Graves Registration Service Escort Course. This four-day course introduced the men to the various duties they would be called upon to perform while acting as military escorts.

After their indoctrination course, the escorts were transferred to one of the 15 distribution centers throughout the nation for permanent duty as military escorts.

The remains of our fallen servicemen will be received at San Francisco and New York, from where they will be transported to the distribution center nearest to their final resting place. It is from here that the military escorts will accompany the remains for delivery to the next of kin. First contingent of U. S. war dead were received at San Francisco and New York during October.

If the next of kin so desires, the military escort may remain for funeral services. Upon the completion of duties the military escort presents to the next of kin the flag which has covered the casket of the deceased serviceman.

The escorts will always be of the same sex, race, and whenever practicable, of the same religion as the deceased. The rank or rating of the escort will be the same or higher than that of the dead serviceman. In no instances will the escort be of lower rank or rating.

When the situation indicates that extra escorts are needed, naval districts and river commands will furnish men on temporary duty basis.

The nature of the mission of escorts is one requiring great tact and diplomacy in rendering every possible assistance to next of kin during their bereavement. Navy escorts, in most instances, are the only personal contact between the Navy and the next of kin.

They are, as a matter of fact, the Navy's personal diplomats.

#### Navy Will Cooperate In Scrap Metal Search

The Navy is giving full cooperation to steel and scrap industries in their efforts to relieve the present critical shortage of scrap metal.

UnderSecNav W. John Kenney promised that all naval shipyards and depots will be open to committee members in their search for scrap.

It had been proposed that industry representatives be permitted to inspect surplus property held at naval stations awaiting sale by the War Assets Administration. Much of the surplus war material cannot be used by industry in its present form and should be scrapped.

More than 290,000 tons of scrap have been released since last March. It is expected that some 200,000 tons would be made available during the rest of the year.

#### Appointments Announced In a Series of Alnavs

Appointments in the various grades of the line and staff of the regular Navy and the Naval Reserve in accordance with Public Law 381 are being issued by BuPers in a series of alnavs, of which Alnav 198-47 (NDB, 15 September) is the first.

## Naval Academy Program Of Education Rates High

The Naval Academy can step up and take a bow.

According to Dr. A. John Bartky, dean of the Stanford University School of Education, the Academy rates high on his list as an academic institution. Dr. Bartky said that the educational program conducted on the banks of the Severn is "tops." He also lauded the high caliber of midshipmen undergraduates.

### Limited Duty Appointments Open to 1,195 Under New Law

An estimated maximum of 1,195 eligible regular Navy CWOs, WOs and enlisted personnel may be appointed as limited duty officers in the Line, Supply Corps and Civil Engineer Corps of the regular Navy in accordance with Public Law 381 (80th Congress), Circ. Ltr. 174-47 (NDB, 15 September) states.

Personnel appointed to the new officer classifications will perform limited duty only in the technical fields indicated by their previous warrant or enlisted ratings and will be referred to as limited duty officers.

It is estimated that the effect of the overall allowance and distribution prescribed by the law would permit the following maximum numbers of limited duty officers in the Line for the calendar year of 1948:

- 70 commanders.
- · 260 lieutenant commanders.
- 320 lieutenants.
- 390 lieutenants (junior grade) and ensigns.

Thus a total of about 1,040 limited duty line officers may be appointed during the 1948 calendar year. This would give a maximum allowance of about 125 in the Supply Corps and 30 in the Civil Engineer Corps.

Personnel eligible for appointment

#### Munitions Board Studies War Manpower Problems

The study of manpower—one of the major components of industrial strength in the U. S.—will be undertaken by the Army and Navy Munitions Board.

Results of these studies will be submitted to a war manpower advisory committee composed of members of labor, government, agriculture and management. The war manpower advisory committee will not be organized until the Army and Navy board have examined and made comments on operational procedures and tentative plans.

Meeting periodically, the newly organized manpower consulting group will aid the board in completing its current study of manpower problems.

It is anticipated that the studies will be completed sometime in 1948, at which time policies resulting from these findings will be incorporated into the U. S. industrial mobilization plan.

to commissioned grades as limited duty officers are those holding permanent status as:

- Commissioned warrant officers of the regular Navy.
- Warrant officers of the regular Navy.
- Chief petty officers of the regular Navv.
- Petty officers first class, of the regular Navy.

Prior to 7 Aug 1949, appointments can be made in any grade from commander to lieutenant (junior grade) inclusive, from among temporary USN commissioned officers who held permanent status as indicated above.

However, no such person may be appointed in a higher grade or with higher lineal rank than that held by him in a previous temporary appointment. Thus, no appointments will be made to the rank of commander down to lieutenant (junior grade) from personnel who did not previously hold temporary appointments in commissioned grades. These personnel, however, may be appointed to the grade of ensign if they have completed 10 or more years of active service in the Navy.

Minimum length of service requirements in the Navy for appointment to the various grades are:

- · Commander, 28 years' service.
- Lieutenant commander, 22 years.
- · Lieutenant, 16 years.
- Lieutenant (junior grade), 13 years.

All other original appointments both prior and subsequent to 7 Aug 1949 must be to the grade of ensign from among eligible personnel including, but not confined to, temporary USN commissioned officers who shall have completed 10 or more years of active service in the Navy.

The minimum service requirements must have been completed by 1 January of the calendar year in which the appointment is to be made and the appointee must also be able to complete 30 years of active naval service on or prior to reaching the age of 55.

Officers who have transferred to the regular Navy as permanent USN officers, retired personnel and members of the Fleet Reserve are not eligible for appointment as limited duty officers.

Limited duty officers of the grade of ensign will become eligible for promotion to lieutenant (junior.

grade) upon completion of three years' service as ensigns.

Promotions to grades above lieutenant (junior grade) will be by selection to fill vacancies. The prescribed numbers in the various grades is such that the attrition rate because of failure of selection will be quite low. All promotions are subject to qualification by examination.

Although Public Law 381 does not provide for reversion to former status of an ensign discharged by reason of failure in the professional examination for promotion or by reason of revocation of commission, he will be accepted for re-enlistment in a rating not lower than that held at time of appointment to officer rank if the circumstances warrant such action.

Any limited duty officer of the Line or staff corps, upon application and upon determination by SecNav that he is qualified, may be assigned to engineering duty only, aeronautical engineering duty only, special duty, unrestricted performance of line duty or unrestricted performance of duty in the staff corps concerned. Upon being so assigned, his status as a limited duty officer shall terminate.

The total number of limited duty officers on the active list of the line of the regular Navy shall not exceed in any year more than 6.22 per cent of the total line officers holding permanent appointments, excluding officers designated for engineering duty, aeronautical engineering duty and special duty in the regular Navy in that year.

The number of limited duty officers appointed for Supply Corps service shall not exceed 12 per cent of the authorized number of limited duty officers in the line in that year.

Officers appointed to the Civil Engineer Corps shall not be more than three per cent of the authorized number of limited duty line officers in that year.

No limited duty officer shall suffer any reduction in pay and allowances to which he was entitled at the time of his appointment by virtue of his permanent status.

Limited duty officers are subject to involuntary termination of their limited duty status as follows:

• Each officer shall be placed on the retired list on the last day of the month following the month in which he completes 30 years of active naval service, exclusive of active duty for training in a Reserve component.

- Lieutenant commanders shall be placed on the retired list on 30 June of the fiscal year in which they shall have failed twice of selection for promotion to commander, with retired pay at the rate of  $2\frac{1}{2}$  per cent of their active duty pay at the time of retirement multiplied by the number of years of service for which entitled to credit in the computation of their pay on the active list, not to exceed a total of 75 per cent of the active duty pay.
- Lieutenants and lieutenants (junior grade) who shall have twice failed in selection for promotion shall be honorably discharged from the Navy on 30 June of the fiscal year in which they fail of such selection the second time, with a lump sum payment computed on the basis of two months' active duty pay at the time of discharge for each year of commissioned service but not to exceed a total of two years' active duty pay.
- A lieutenant commander, lieutenant or lieutenant (junior grade), in lieu of separation from the active list, as above stated, shall, if he had the permanent status of warrant officer or commissioned warrant officer when first appointed an officer for limited duty, have the option of reverting to the grade and status he would have held had he not been so appointed.

If he had a permanent rating below warrant officer when first appointed for limited duty, he shall have the option of reverting to the grade and status he would have held if he had been appointed a warrant officer instead of having taken his appointment for limited duty officer rank.

An officer exercising such option shall be placed on the retired list in the commissioned warrant or warrant grade in which serving upon the completion of 30 years' active naval service, with retired pay at the rate of 75 per cent of his active duty pay.

• Ensigns who fail twice in the professional examination for promotion will be honorably discharged with a lump sum payment computed on the basis of two months' active duty pay at the time of discharge for each year of active commissioned service, exclusive of duty for training in a Reserve component, but not to exceed a total of one year's active duty pay.



"Hey, mate. What do you say we roll down our sleeves and square that hat."

#### Packages Over 4 Pounds Now Must Bear Postage

Packages weighing more than four pounds must bear prepaid postage at the fourth class rate, Alnav 175-47 (NDB, 15 August) announced.

The Alnav said: "Effective immediately and pursuant to Public Law 364 of 78th Congress as amended by Public Law 239 of 80th Congress, all articles or packages of official matter, or a number of articles or packages constituting in fact a single shipment, exceeding four pounds in weight and submitted for mailing (except mailings entered with Postmaster, Washington, D. C.) shall have prepaid postage affixed at the fourth class rate. Above includes written matter, printed matter and all mailable material sealed or unsealed."

Naval activities ashore may obtain postage for such shipments in accordance with para. 23858-2, Bu-SandA Manual. Naval activities afloat may present such packages to the nearest supply officer ashore for shipment. Marine Corps activities must requisition stamps in accordance with Art. 18-8A, MarCorps Manual.

The above cited laws also require the Navy Department to make reimbursement for postage on envelopes, covers, tags and other devices on which the penalty indicia is imprinted for the Navy.

The Alnav declared: "Proper usage of all penalty indicia imprinted mail covers shall be closely supervised by all commands to insure that such covers are not used for personal mail, mail not intended for injection into the U. S. postal system, any air mail, or any mailings in excess of four pounds which require affixing of postage."

#### Discharge Two Months In Advance for Men Who Do Not Ship Over

Until further notice, all regular Navy enlisted personnel who do not re-enlist or extend their enlistment will be discharged for the convenience of the Government two months in advance of the normal discharge date, Alnav 197-47 (NDB, 15 September) directs.

The policy became effective on 1 October and was necessary because the number of enlisted personnel on board as of 1 July 1947 was larger than the average enlisted strength for which appropriations were made available for the 1948 fiscal year.

Although a very large number of enlistments expire during the 1948 fiscal year, the majority of discharges occur "too late to bring the average strength within budgetary limitations.

The new directive has no effect on re-enlistment privileges as outlined in Circ. Ltr. 141-47 nor does it affect or advance the date of authorization contained in Alnav 147-47 as modified by Alnav 195-47 permitting discharge prior to the normal date of expiration of enlistment for the purpose of immediate re-enlistment.

In the case of individuals who on their normal date of expiration of enlistments reach a total term of service which permits them to retire or transfer to the Fleet Reserve and who intend to so retire or transfer, authority is granted to except them from the provisions of the new directive.

The alnay directed that nothing in its provisions should be interpreted as indicating that efforts to obtain the maximum number of re-enlistments should be relaxed.

#### Wartime Job Reenacted; Submarine Saves Flier

Memories of wartime rescues from the sea by crew members of uss Finback (SS 230) were brought back when the submarine personnel rescued a civilian pilot in Long Island Sound and aided in salvaging the plane.

Rising to the surface when the flyer was spotted in the periscope, the *Finback*, which rescued many aviators during the war, picked the pilot out of the sea and transported him to the sub base at New London, Conn.

## \$1,000,000 a Year Saving Possible by Common Use Of Armed Forces Facilities

Savings amounting to more than \$1,000,000 per year by the common use of Army-Navy-Air Force facilities were cited as possible in a report prepared by Vice Admiral Robert B. Carney, USN, Deputy Chief of Naval Operations for Logistics.

Economy measures in various bureaus were listed in Vice Admiral

Carney's report as follows:

BuShips—Recommended that shipyard repair and conversion work of War Department be done, as it has in the past, on a case basis. Recommended that Navy undertake the Army inspection work on two transport conversion jobs awarded Newport News Shipbuilding and Drydock Co.

BuOrd—Navy to handle all Army overseas explosive shipments on the West Coast, saving \$38,000 monthly.

Communications—Joint Army-Navy weather bureau network for weather dissemination partially activated. All plans have been made to permit operation of 56 Navy stations. When completely activated, a saving of \$500,000 yearly is expected.

Navy has begun installation of necessary equipment for integration of continental naval air stations into the AAF military flight service communication system. An eventual saving of over \$250,000 per year is expected upon completion of this project.

BuMed—Navy may take over Army hospital at Adak, Aleutian Islands, as recommended by Joint

#### Navy, MarCorps Officers To Take Cooking Lessons

Things are really cooking with the armed forces these days.

The services will soon have qualified officers sniffing around the galley and kitchen who will know what they are sniffing for.

At the Quartermaster School at Camp Lee, Va., the Army has inaugurated a cooking school for Army, Navy, Marine and Air Forces officers who are interested in what makes with the preparation of foods. The object of the course is to train officers how to teach a cook to properly prepare seasoned foods so that it will be appetizing enough to enthuse the men.

#### No Funds for Employing Civilians as Servants

No funds have been appropriated for the fiscal year 1948 to pay civilians employed at officers' residences and quarters as cooks, waiters, or other household servants, Alnaysta 35 states.

Exceptions were that female cooks, waitresses and maids could be hired for work in nurses' messes and quarters.

Alaska Board. Minor savings may be made in Hawaiian area through Navy use of Army embalming and mortuary facilities.

Studies also underway regarding joint hospitalization in the Panama Canal Zone and joint warehousing of medicinal supplies.

BuDocks—Army Base, South Boston, Mass., saving \$15,000 annually by receiving electric service from Boston Naval Shipyard. A supply of similar service to Navy Barracks "K", Arlington, Va., through the Army South Post, Fort Meyer, Va., saves \$3,600 annually.

Hickam Field receives water from Naval Shipyard, Pearl Harbor, and the Navy is utilizing the Army eastern signal corps school at Fort Monmouth, N. J., for training Seabee personnel.

BuSandA — Joint utilization of Army-Navy bakeries or commissary stores not recommended. However, Army or Navy units continue feeding personnel of other service when required for convenience and welfare.

BuPers—Army and Navy personnel transfers make use of other service's Air Transport facilities in transferring to and from duty stations.

DCNO for Air—Army and Navy air flight facilities board has, during the past four years, arranged transfers or joint uses of facilities involving 34 Army and Navy air stations, gunnery ranges and ground installations, representing a total investment of over \$40,000,000.

Common utilization has been effected at the Naval Air Missile Center, Point Mugu, Calif., and the Army Ordnance Proving Grounds at White Sands, N. M. However, no final decision on the utilization of technical air facilities has been reached. As need arises, satisfactory arrangements can usually be made. For example, the Army used Navy's Patuxent, Md., air station for experimental flight test of XB-48.

#### New Personnel Measure Makes Changes in Grades Of Staff Corps Officers

The Officer Personnel Act of 1947 (Public Law 381, 80th Congress) has caused changes in grade of regular and Reserve staff corps officers. A detailed explanation is given in Bu-Pers Circ. Ltr. 157-47 (NDB, 31 August).

The letter lists the following provisions of the public law:

• Existing grades in the line of the Navy below that of fleet admiral and above that of commissioned warrant officer are similarly established in each of the staff corps of the Navy and the Naval Reserve in place of existing staff corps grades above that of commissioned warrant officer.

• Each staff corps officer on the active list of the Navy or Naval Reserve serving in a grade above that of commissioned warrant officer on 7 Aug 1947 shall be regarded as having been appointed to either, or both, the permanent or temporary grade established (as given in the paragraph above), corresponding to the

#### \$100 a Month Extra To Medical Officers

Additional inducements to make their careers in the Army, Navy or Public Health Service have been extended to physicians, surgeons and dentists by Public Law 365 (80th Congress).

The law provides that commissioned medical officers now in the regular services, or those commissioned during the next five years, will have \$100 added to their monthly pay and allowances. For these officers, the additional money is payable through 30 years of service.

The President is authorized by the new act to make original appointments to permanent commissioned grades, with rank not above that of captain, in the Medical and Dental Corps of the Navy, in such numbers as the needs of the service require.

Also included under the law's benefits are certain officers who, during the next five years, volunteer and become accepted for extended active duty of one year or longer.

The law specifically provides that medical officers may receive its benefits only during periods of volunteer service.

permanent or temporary rank, or both, then held by him under the conditions of his then existing appointment.

Thus, the letter explains, staff corps grades such as medical director, paymaster, civil engineer, chaplain, dental surgeon, and others, no longer exist on the active list of the Navy. In their stead the line grades below that of fleet admiral are established in each staff corps. Further, each staff officer on the active list on 7 Aug 1947 is regarded as having been appointed to the permanent and/or temporary grade corresponding to the permanent and/or temporary rank held by him on that date under the conditions of his then existing appointment. In short, the newly established grades in the staff corps now are synonymous with rank as in the case of line officers.

To make this more easily understood, the letter illustrates as follows:

- ◆ An officer of the medical corps holding a permanent commission in the grade of surgeon, with the rank of lieutenant commander in the regular Navy or Naval Reserve, is now regarded as having been permanently commissioned in the grade of lieutenant commander.
- If the officer above described is serving under an appointment in the grade of medical inspector, with the rank of commander for temporary service, he is now regarded as having been appointed to the grade of commander for temporary service under the conditions of his existing appointment.
- An officer without permanent commissioned status above the grade who is serving under an appointment of commissioned warrant officer in the regular Navy or Naval Reserve as paymaster, with the rank of lieutenant commander for temporary service, is now regarded as having been appointed to the grade of lieutenant commander for temporary service under the conditions of his existing appointment.

This, the letter says, applies not only to the grades and ranks held by staff officers on the date of the new act, but also to appointments and promotions to be made subsequently. Staff officers, upon the initial appointments to be made under the act and upon later promotion, will be commissioned in the grades corresponding to those of their line officer running mates instead of the staff grades which have been abolished.

#### Transfer Officers With 2 or Less Years College Will Be Sent to School

Naval Reserve and temporary officers transferred to the regular Navy who have completed two or less years of college will be sent to some 49 colleges and universities carrying the NROTC program for added study on a speed-up basis, according to Circ. Ltr. 160-47 (NDB 31 August).

The program, a step in furthering the Holloway Plan, is expected to affect approximately 5,000 officers between 1946 and 1952.

Students will enroll in required courses in mathematics through solid geometry and trigonometry, college physics and the written and oral use of English, if they have not already completed these studies. Other courses will be elective.

The program was deemed necessary to put transferred officers on a more comparative basis with their contemporaries and give them equal educational background and chance for advancement.

Commissioned officers of the rank of commander and below (excluding chief warrant officers) who were commissioned in the regular Navy after 27 Aug 1940 and prior to transfers authorized by the passing of Public Law 347 by the 79th Congress, will be considered eligible for the foursemester program. Transfers under Public Law 347 will be considered to have been effective on 1 Oct 1945.

Commissioned officers of the same

#### Model APA Part of Exhibit Touring Naval Activities

A Naval Transportation Service exhibit of a five-foot plastic APA model and other features of the NTS program is on a year's tour of naval activities in Newport, New York City, Norfolk, San Francisco, Pearl Harbor and Guam.

The exhibit, prepared in Port Washington, N. Y., by the special devices section of the Offices of Naval Research, was on display first in the main corridor of the Navy Department building in Washington, D. C.

In addition to the plastic model of the amphibious vessel, the exhibit consists of a docking scene showing several NTS vessels, a diagram illustrating the coordination of transportation elements at seaports, and slide film projections of still photos of NTS activities.

#### Coated Sand Slick Way Of Sinking Oil Slicks

A technique for sinking oil slicks has been developed by chemists at the Norfolk Naval Shipyard.

A solution of creosote, asphaltic oils, and ordinary sea sand is placed in a revolving kiln where it is heated to a temperature of 800 degrees Fahrenheit. The constant whirling in this high temperature coats each grain of sand with a film of carbon, giving it high oil absorption qualities.

Though its specific gravity is greater than that of water, a slight excess of oil causes it to float. Upon contact with an oil slick, the coated grains absorb the oil immediately and become heavier than water, causing them to sink quickly to the bottom.

The carbonized sand is sprayed over the oil slick from an ordinary pressure drum which is used in common sand blasting.

It is believed that such fire hazards as oil accumulating around ships will be eliminated.

ranks who transferred to the regular Navy under Public Law 347 will be eligible for a course to give them the equivalent of five semesters of college, providing they have had not more than two years college-level education.

Enrollment in the program is scheduled on a year-round basis. Student officers will complete three semesters work in one calendar year, or if attending a school where the quarterly system is used, must finish a corresponding number of quarters.

Naval aviators will be sent to colleges near naval air stations to maintain their flight proficiency, and student officers will be ordered to schools near their home state, so far as is possible. If possible, former students will be returned to colleges they previously attended.

College standards must be maintained by the student officers, or they will be disenrolled and made ineligible for further training on the program. Officers who fail the courses will be considered eligible for line postgraduate schools.

Waivers for this educational opportunity may be requested by officers who feel they have the qualifications for postgraduate work without the additional years of training.

#### Outstanding Chiefs, First Class POs Sought For Recruit Training

Applications for duty as recruit training instructors and company commanders by outstanding chief and first class petty officers are desired by BuPers, Circ. Ltr. 143-47 (NDB, 15 August) states.

Qualified men interested in the duty are urgently needed at the naval training centers in Great Lakes, Ill.,

and San Diego, Calif.

The requests should be submitted to BuPers through official channels, with the recommendation by the commanding officer made without regard to shore duty eligibility or present duties.

In their endorsements, commanding officers are to specify the degree to which each man fulfills the following qualifications:

- Ability to guide and counsel men under him successfully.
- · Personality for personal leadership.
- Professional and technical qualifications for instruction duty. A GCT Navy standard score of 55 or higher is desired but BuPers will consider exceptions to the GCT score requirement if personnel are otherwise exceptionally well qualified.
- Ability to speak clearly and distinctly and to write legibly.
- · Initiative and ability to work in harmony with others under proper supervision.
- Positive interest in training and improving the proficiency of his subordinates.



#### Appointments Revoked **By President Listed**

Officers whose appointments in the Navy have been revoked by the President were listed in BuPers Circ. Ltr. 154-47 (NDB, 31 August).

The officers listed either declined their appointments or failed to comply with the regulations governing acceptance of appointment within 120 days after the date of publication of the appointment. The letter is one of a series containing revocations of appointments.

- · A record of achievement of a high standard of performance.
- Ability to exercise sound judg-
- · Excellence in military bearing and deportment.

A clear record.

The following information is also required: total time in present cruise, at sea or ashore; Navy service schools attended with dates; the dates of previous requests for shore duty; previous experience as an instructor; and other data considered of value in the selection of enlisted instructors.

First preference will be given personnel of the following rating groups whose names appear on the BuPers shore duty eligibility list: BM, TC, GM, MN, TM, QM, SM and FC. If insufficient requests from personnel in the above category are received, consideration will be given other personnel in accordance with their quali-

Men recommended but not immediately ordered to recruit training duty will be placed on a recruit training instructor list

The directive states that the housing shortage in the vicinity of the naval training centers is being alle-

#### Reports Due by 15th On BuPers Alloted Funds

AlNavSta 36-47 requested activities receiving BuPers allotments of 1948 funds to submit monthly reports to be received at the Bureau not later than the 15th of the succeeding month.

Activities who have not complied for the month of July, should forward via air mail the following NavExos to BuPers: 2675, 2676, 2678, and copies of NavSandA forms 870, 884, and 885.

#### **Veterans and Families** To Comprise 43 Per Cent Of Population in 1952

Veterans and members of their families will comprise 43 per cent of the population of the United States in 1952 when the ratio reaches its

highest point.

The present ratio of veteran-family population to the entire population of the United States is 32 per cent as of 1 Jan 1947, or a total of 46,000,000 veterans and members of their fam-

On the first day of 1952, the Veterans Administration estimates, 62,-300,000 persons will be veterans or members of their families.

After 1952, the veteran-family population is expected to level off while the total population continues

The studies were made as a basis for determination of effect on the various Veterans Administration projects for the next 10 years.

In another Veterans Administration estimate, it was predicted that in the year 2000, approximately 3,-400,000 World War II veterans will be alive.

At present there are 16,051,000 veterans and potential veterans of World War II.

#### Military Prep School Open to Naval Personnel

Enlisted personnel of the Navy or the Marine Corps having letters of appointment to the U.S. Military Academy, West Point, may be assigned to the Military Academy Preparatory School, in accordance with Circ. Ltr. 146-47 (NDB, 15 August).

Personnel should submit their requests to the Chief of Naval Personnel (Attn: Pers 826) or to the Commandant of the Marine Corps, Upon receipt of requests, transfers will be effected to the Commandant, Third Naval District, or to the Commanding Officer, Marine Barracks, U. S. Naval Base, Brooklyn, N. Y. From there, men will be given further assignment to the Preparatory School Detachment, 1802d Special Regiment, at the Academy, and if physically qualified, will be processed by Army for admission to the preparatory training school mentioned.

Men found not physically qualified or otherwise disenrolled from the school shall be immediately reordered to ComThree or to COMar-Bks, U. S. Naval Base, Brooklyn, N. Y.,

#### Former Naval Personnel Living Outside CLUSA May Enlist or Re-enlist

Certain former naval personnel now residing outside CLUSA have been given an opportunity to enlist or reenlist in the regular Navy, announced Alnav 187-47 (NDB, 31 August).

Eligible are former members of the regular Navy and Naval Reserve, and former USN-Inductees, who:

- Had active service during World War II.
- Were honorably discharged or discharged under honorable conditions.
- Have maintained clear police records since discharge or release.
- Are citizens of the U. S. or natives of its insular possessions.
- Qualify physically in accordance with the Manual of the Medical Department.
- Are between 18 and under 31 years of age after deducting all active USN, USNR and USN-I service.

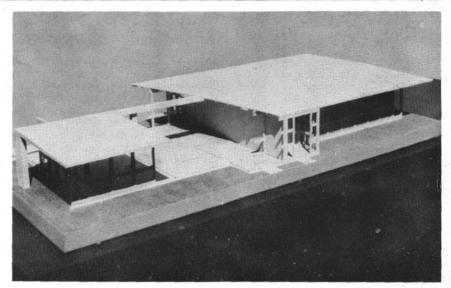
 Attain minimum score of 40 on general classification test.

These men living outside CLUSA may apply for enlistment or reenlistment in the regular Navy on board any U. S. Navy ship or at any regular Navy activity fully-equipped with messing and berthing facilities, and qualified to conduct physical examinations and process enlistment papers. Men who enlisted in another branch of the armed forces after naval discharge are eligible, provided they were honorably discharged from the latter service for expiration of enlistment or convenience of the government.

The letter said that 17-year-olds must apply at regular Navy recruiting stations in the continental U. S. Listed as not eligible were applicants who are:

- Under 19 years of age with a dependent.
- 19 and under 21 years of age with more than one dependent.
- Over 21 years of age with more than three dependents.

The letter outlined the procedure to be followed by commands recommending applicants by dispatch to BuPers. It was emphasized that enlistment or reenlistment will not be effected prior to receipt of BuPers dispatch on each individual case. The Bureau will specify the rate in which the man may be accepted and the disposition.



INCOMPLETE model of precast concrete houses being erected for enlisted men and their families on Guam. Modern, 6-room bungalow is BuDocks development.

#### NAVY HOMES BUILT OF PRECAST CONCRETE

SINGLE-STORY duplex bungalows of precast concrete are being built on Guam for use as married enlisted men's houses.

These bungalows contain a living room, dining room, two bedrooms, living porch, service porch and bathroom. Protection from the sun and tropical rains is provided by a wide overhang from the flat roof.

Excellent ventilation is afforded by screened jalousies — shuttered blinds which admit air and light while excluding sun and rain — extending from decks to overheads.

The dwellings are typhoon and earthquake-resisting, fireproof, insect and rodent-proof.

An adaptation of an original Bu-Docks warehouse design, the concrete houses are easily constructed and are particularly suitable for advanced bases.

This type of construction was first used at the Naval Supply Depot, Mechanicsburg, Pa., for warehouses. Its success was proved in its less costly, speedier and more efficient construction. The mass production method by which the concrete was cast made it economically desirable for use in Navy construction.

With the big problem that came after the war, both as to homes and the material to build them with, Bu-Docks began experiments with the precast concrete type of structure for personnel buildings and quarters.

First step on the agenda was the designing of a two-story dwelling. The design was then sent to the Pacific Island engineers—the Navy's contractors on Guam—to be adapted for married enlisted men's houses, thus alleviating the housing shortage there.

The contractors used the basic principle of the new construction method, and modified the design to suit the Navy's purposes on the island. Their design was the single-story duplex, calculated to give the best possible quarters for the cost.

Bulkheads, overheads and decks are made of thin but unusually strong precast reinforced concrete panels. The molding, finishing and surface-treating of these panels at or near the housing site simplifies the shipping problem.

The inner panels of the house are assembled by an ingenious combination of bolting, welding and cementing to form a rigid but extremely light frame.

Decks in the dwellings have a cement finish, and the roof is built-up asbestos over rigid insulation.

One of the top features of the Guamanian units is the extensive use of electricity for all services. Kitchens and bathrooms are modern in every respect.

The homes are easy to clean and maintain—adaptable for year 'round living in any part of the world.

#### FORMER PETTY OFFICERS GET RATING ADJUSTMENT

Certain former petty officers who re-enlisted at ratings lower than those offered to Navy veterans in a recruiting drive from 24 July 1947 to 31 Oct 1947 are now eligible for adjustment in rating according to Circ. Ltr. 144-47 (NDB, 15 August).

The new program adjusts the ratings of certain enlisted personnel holding ratings lower than those held during a previous service period. In these cases, the personnel re-enlisted before the current inducements were offered

The recruiting drive is designed to bring back into the Navy certain petty officers who previously have been eligible to re-enlist only in a non-rated status.

Personnel affected by the directive are those who, since 15 Aug 1945, were discharged under honorable conditions or honorably discharged:

- From the regular Navy, Naval Reserve or USN-I category and who enlisted or re-enlisted in the regular Navy under broken service in pay grade five between 1 Oct 1946 and 23 July 1947, or shortly after the latter date and prior to the actual receipt at the recruiting station of the applicable recruiting directive.
- From the regular Navy, Naval Reserve or USN-I category and who enlisted or re-enlisted in the regular Navy as MM3 between 7 Mar 1946 and 30 Sept 1946 inclusive.
- From the Naval Reserve or USN-I category and who enlisted or re-enlisted in the regular Navy under continuous service in pay grade five between 1 July 1947 and 23 July

## 372 Contract Reservists May Request Ferry Duty

The 372 Naval Reserve officers serving under aviation contracts expiring between 1 Jan and 30 June 1948 may submit requests for duty with Air Ferry Squadrons 1 and 2, Alnav 181-47 states.

Approximately 100 officers will be selected for this assignment and will be retained on active duty until 30 June 1948. Requests must reach BuPers prior to 15 Nov 1947.

Other officers whose contracts expire between the above dates and who are not selected will be released to inactive duty in December.

1947 inclusive, or shortly after the latter date and prior to the actual receipt at the recruiting station of the applicable recruiting directive.

Commanding officers were directed to determine which of their personnel meet eligibility requirements for the adjustment. Advancements are authorized when the commanding officers receive Circ. Ltr. 144-47 outlining the procedure and prior to 1 Nov 1947.

Adjustments are to be recorded on page 9x of service records with Circ. Ltr. 144-47 as authority. Duplicate pages are to be forwarded to BuPers (Attn Pers 67) with a combined letter of transmittal.

The directive specifies further details for the advancements under the new directive of personnel in a disciplinary or probationary status.

The list of adjustments in rating for eligible personnel follows. Column 1 lists the rating in which personnel were discharged prior to re-enlistment. Column 2 lists the rates to which the adjustment can be made from lower present ratings.

| COLUMN 1 | COLUMN 2 |
|----------|----------|
| CFC      | FC2      |
| CFCA ·   | FC2      |
| FC1      | FC2      |
| FC2      | FC3      |
| FC3      | FC3      |
| CRM      | RM2      |
| CRMA     | RM2      |
| RM1      | RM2      |
| RM2      | RM3      |
| RM3      | RM3      |
| CRDM     | RDM2     |
| CRDMA    | RDM2     |
| RDM1     | RDM2     |
| RDM2     | RDM3     |
| RDM3     | RDM3     |
| CSF      | SF2      |
| CSFA     | SF2      |
| SF1      | SF2      |
| SF2      | SF3      |
| SF3      | SF3      |
| ACEM     | AEM2     |
| ACEMA    | AEM2     |
| AEM1     | AEM2     |
| AEM2     | AEM3     |
| AEM3     | AEM3     |
| ACMMI    | AMMI2    |
| ACMMIA   | AMMI2    |
| AMMI1    | AMMI2    |
| AMMI2    | AMMI3    |

AMMI3

AMMI3

| ACMM                                       | AMM2                             |
|--------------------------------------------|----------------------------------|
| ACMMA                                      | AMM2                             |
| AMM1                                       | AMM2                             |
| AMM2                                       | AMM3                             |
| AMM3                                       | AMM3                             |
| ACMMCA                                     | AMMC2                            |
| ACMMCA                                     | AMMC2                            |
| AMMC1                                      | AMMC2                            |
| AMMC2                                      | AMMC3                            |
| AMMC3                                      | AMMC3                            |
| ACMMF<br>ACMMFA<br>AMMF1<br>AMMF2<br>AMMF3 | AMMF2<br>AMMF2<br>AMMF3<br>AMMF3 |
| ACMMP<br>ACMMPA<br>AMMP1<br>AMMP2<br>AMMP3 | AMMP2<br>AMMP2<br>AMMP3<br>AMMP3 |
| ACM<br>ACMA<br>AM1<br>AM2<br>AM3           | AM3<br>AM3<br>AM3<br>AM3         |
| ACMMH                                      | AMMH3                            |
| ACMMHA                                     | AMMH3                            |
| AMMH1                                      | AMMH3                            |
| AMMH2                                      | AMMH3                            |
| AMMH3                                      | AMMH3                            |
| ACRM                                       | ARM2                             |
| ACRMA                                      | ARM2                             |
| ARM1                                       | ARM2                             |
| ARM2                                       | ARM3                             |
| ARM3                                       | ARM3                             |
| CPR                                        | PR3                              |
| CPRA                                       | PR3                              |
| PR1                                        | PR3                              |
| PR2                                        | PR3                              |
| PR3                                        | PR3                              |
| CAERM                                      | AERM2                            |
| CAERMA                                     | AERM2                            |
| AERM1                                      | AERM2                            |
| AERM2                                      | AERM3                            |
| AERM3                                      | AERM3                            |
| CPHOM                                      | PHOM2                            |
| CPHOMA                                     | PHOM2                            |
| PHOM1                                      | PHOM2                            |
| PHOM2                                      | PHOM3                            |
| PHOM3                                      | PHOM3                            |
| CY                                         | Y2                               |
| CYA                                        | Y2                               |
| Y1                                         | Y2                               |
| Y2                                         | Y3                               |
| Y3                                         | Y3                               |
| CSKA                                       | SK2<br>SK2                       |

COLUMN 1

COLUMN 2

| COLUMN 1                                   | COLUMN 2                         |
|--------------------------------------------|----------------------------------|
| SK1                                        | SK2                              |
| SK2                                        | SK3                              |
| SK3                                        | SK3                              |
| CSKD                                       | SKD2                             |
| CSKDA                                      | SKD2                             |
| SKD1                                       | SKD2                             |
| SKD2                                       | SKD3                             |
| SKD3                                       | SKD3                             |
| CSKV                                       | SKV2                             |
| CSKVA                                      | SKV2                             |
| SKV1                                       | SKV2                             |
| SKV2                                       | SKV3                             |
| SKV3                                       | SKV3                             |
| CMUS                                       | MUS3                             |
| CMUSA                                      | MUS3                             |
| MUS1                                       | MUS3                             |
| MUS2                                       | MUS3                             |
| MUS3                                       | MUS3                             |
| CMM                                        | MM2                              |
| CMMA                                       | MM2                              |
| MM1                                        | MM2                              |
| MM2                                        | MM3                              |
| MM3                                        | MM3                              |
| CMMS                                       | MMS2                             |
| CMMSA                                      | MMS2                             |
| MMS1                                       | MMS2                             |
| MMS2                                       | MMS3                             |
| MMS3                                       | MMS3                             |
| CMOMM<br>CMOMMA<br>MOMM1<br>MOMM2<br>MOMM3 | MOMM2<br>MOMM2<br>MOMM3<br>MOMM3 |
| CEM                                        | EM2                              |
| CEMA                                       | EM2                              |
| EM1                                        | EM2                              |
| EM2                                        | EM3                              |
| EM3                                        | EM3                              |

#### **Restrictions Placed** On Gifts from Overseas

Considerable restriction has been placed on customs free entry of gifts from members of the armed forces on duty overseas, it was pointed out in Alnav 188-47 (NDB, 31 August).

The restrictions are part of Public Law 384 (80th Congress), which provides for a greatly amplified certification by both the sender and a duly appointed certifying officer.

Personnel concerned were cautioned not to forward gift parcels intended for entry free of customs until commands receive and comply with CNO serial 16329P20. This letter, containing Treasury Department regulations for free entry, appears in NDB, 15 Aug 1947. In this way, personnel may avoid refusal of free entry and possibility of assessment of high duty fees.

#### Speedier Payments to Dependents Will Result From Changes in Family Allowance Procedure

Two changes in the procedure for submitting family allowance applications on form NavPers 668 are the subject of BuPers Circ. Ltr. 173-47 (NDB, 15 September). The changes are as follows:

- Separate applications will be submitted for Class "A" and Class "B" dependents, using NavPers 668 in either case.
- · Class "B" applications will be accompanied by completed signed affidavits from the Class "B" dependent designated to receive payments. This may be a parent, custodian or guardian of Class "B" dependent brothers and sisters.

Correlating the procedural changes, new affidavits are being distributed to all commands. This is expected to decrease the time which elapses between the filing of the application and the receipt of payments by placing the responsibility for furnishing proof of dependency upon the applicant in those cases in which there is entitlement. In addition, it will alleviate the problem of effecting retroactive credits in those cases in which the applications are subsequently disapproved.

Hereafter, applications for Class "A" family allowances will be forwarded to BuPers immediately after preparation and certification. Disbursing officers will enter checkage on the pay record and forward the triplicate (pink) copy of the application to BuSandA, Field Branch, Cleveland, Ohio, in accordance with existing instructions.

An enlisted man applying for Class "B" family allowance will be furnished an affidavit with instructions for its preparation and a return envelope addressed to the applicant. The applicant should be advised to request his dependent to complete and return the affidavit to him at the earliest possible date.

Under the new procedure, Class "B" applications will be prepared and certified in the usual manner except for entering the effective month. The original application and copies are to be placed in the applicant's service record pending receipt of the completed affidavit from the named dependent.

After receiving the completed affidavit, the man will be given the option of electing the effective month of payment, which may be subsequent but in no case prior to the month the original application was prepared and certified.

Checkage for Class "B" allowances will not be entered on the pay record until the affidavit is returned, the man elects the effective month and the triplicate (pink) copy is properly executed by the disbursing officer.

In the event that a lump sum retroactive checkage for family allowance will for any reason impose a hardship on the applicant, authority is granted to liquidate such checkage over a number of months equivalent to the retroactive period.

In liquidating the retroactive family allowance checkage the amounts authorized to be overpaid will be scheduled in item 38 of the pay record in the same manner as an advance in pay to an officer, as illustrated in paragraph 54830, Bu-SandA Manual, except that the sixmonth limitation does not apply.

An exception to the above procedure, which requires the affidavit to accompany the application, is authorized where the applicant is serving on foreign duty or is ordered to duty outside the continental United States.

In order to eliminate long mail delays in such cases, the Class "B" application may be submitted immediately to BuPers. In this case, the enlisted person will forward the affidavit to the dependent and request that it be filled out, signed and mailed immediately to BuPers.

To facilitate the return of the affidavit, there should be enclosed with it an envelope addressed to Dependents Welfare Division, Bureau of Naval Personnel, Washington 25, D. C.

Checkage on the pay record will be effected at the time the application is submitted and the triplicate (pink) copy is executed by the disbursing officer and forwarded to the Field Branch.

Commanding officers were advised to take necessary action to give full force to the provisions of Alnav 157-47 in order that family allowance payments to dependents in those cases in which there is entitlement may be expedited to the fullest extent possible.

### ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and Navacts, not as a basis for action. Personnel interested in specific directives should consult Alnav or Navacts files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands.

No. 189—Amends SecNav letter of 22 July 1947 concerning submission of claims by personnel detached from stations outside the United States prior to receipt of per diem allowances.

No. 190—Certain medical officers not entitled to additional \$100 monthly pay in accordance with provisions of Public Law 381 pending decision of Comptroller General.

No. 191—Values of commuted rations changed, superseding Alnav 142-47.

No. 192—Training operations over or near common habitats of wildfowl curtailed to cause minimum disturbances of birds and hunters during hunting season (see p. 47).

No. 193—Examinations to select candidates for fire control technician training listed for 30 September.

#### - HOW DID IT START? -

#### **Good Luck Coins**

"Let's put a couple of coins under the mast for good luck," is often heard whenever a ship is being constructed.

In the old days people believed the dead had to pay their way across the river Styx. In order to have money for their passage, coins



were placed in the mouths of the dead.

As early seafaring men were of a very superstitious nature they believed the placing of coins under the step of the mast would ensure the crew's passage across the river, if the ship met with mishap while at sea.

Today all coins are placed "heads up" under the mast.

#### Early Discharge Given Personnel Shipping Over

Enlisted USN personnel whose enlistments or extension of enlistment expire before 1 August 1948, may now be discharged during the third, fourth, fifth or sixth month prior to the normal date of expiration of their enlistment for the purpose of immediate re-enlistment, Alnav 195-47 (NDB, 15 September) points out.

The Alnav is a modification of Alnav 147-47.

No. 194 — Amendment to Armed Forces Leave Act of 1946 abolishes terminal leave. In lieu of terminal leave a lump sum settlement will be made on the day of discharge or release from active duty.

No. 195—Modifies Alnav 147-47 (NDB, 15 July) and gives authority to discharge USN personnel whose enlistment or extension expires prior 1 Aug 1948 during the third, fourth, fifth or sixth month prior to expiration of enlistment or extension for convenience of government for purpose of immediate re-enlistment (See p. 56).

No. 196—Announces provisions for professional examinations of lieutenants junior grade (MC).

No. 197 — Establishes provisions for two months early discharge of all regular Navy enlisted personnel whose normal date of expiration of enlistment occurs on or after 1 Oct 1947 (See p. 49).

No. 198 — First of a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381 (80th Congress) (See p. 47).

No. 199—Announces that Secretary Forrestal took oath of office as Secretary of Defense.

No. 200 — Second of a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381.

No. 201 — Message to all Navy personnel from SecNav John L. Sullivan.

No. 202 — Promulgates permanent and temporary appointments of officers of MarCorps and MarCorps reserve effected pursuant Public Law 381.

No. 203-Third of a series of

Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381.

No. 204 — Message from Secretary of Defense Forrestal upon leaving Navy

No. 205 — Modifies BuPers Circ. Ltr. 102-47 regarding extension of enlistment for obligated service to meet service requirements for special duties (See p. 47).

No. 206 — Rescinds provisions of Alnay 339-45 and 515-46.

No. 207 — Fourth in a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381.

No. 208—Fifth in a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381.

No. 209—Directs that all persons traveling under cognizance of Navy Department shall be immunized against cholera prior to embarkation for Egypt.

No. 210—Sixth in a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law

#### **NAVACTS**

No. 19—Announces requests are desired for lighter than air flight training from commissioned officers of the regular Navy.

No. 20—Applies to employment of stewards branch ratings in individual quarters of officers on shore.

#### Transfer Applications May Be Reconsidered

Previously disapproved requests for transfer to the Organized Reserve by Volunteer Reserve officers, who have participated in Organized Reserve activities under temporary assignment, may be reconsidered by a BuPers selection board upon special recommendation by commandants of naval districts and river commands, NRMAL 34-47 states.

Commandants will forward the recommendation, based upon excellent performance of duty with the Organized Reserve for a reasonable length of time, accompanied by a special fitness report on form Nav-Pers 937.

# DECURATIONS & CITATIONS

# Second Citation To PatBomRon 104 For Combat Record

A second Presidential Unit Citation has been awarded Navy Patrol Bombing Squadron 104 for its outstanding combat record against enemy forces and installations in the Southwest Pacific area from 6 Nov 1944 to 7 June 1945.

Conducting extremely long-range search and reconnaissance missions in heavily-defended enemy territory, PatBomRon 104 caused considerable damage to the enemy, sinking a total of 110 ships, damaging 152 others including a battleship, destroying 32 planes and probably damaging additional aircraft. Although seriously handicapped by operational hazards, maintenance difficulties, and repeated enemy air attacks on Tacloban airstrip and base on Leyte Island, the pilots, aircrewmen and ground forces were instrumental in closing enemy strong-holds to Japanese shipping.

Lieutenant Whitney Wright, USN, of Waterville, Me., was CO of the squadron during the period covered

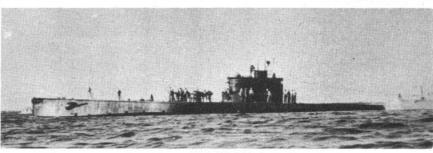
by the citation.



#### First award:

\*BARNARD, Lloyd G., LCDR, USNR, Donna, Tex.: As pilot and flight leader in Air Group 2, attached to USS Hornet, LCDR Barnard participated in action against the Japanese in the vicinity of the Bonin Islands on 15 June 1944. Leading his seven-plane flight in a fighter sweep in the area, he carried out repeated attacks against a superior number of enemy planes, destroying five of the 17 accounted for by his flight.

\*BASKETT, Thomas S., CDR (then LCDR), USN, Noank, Conn.: As CO of USS Tautog, CDR Baskett distinguished himself on a war patrol of the submarine in Japanese-controlled waters from 17 Apr to 21 May 1944. In spite of bad weather conditions and enemy aerial opposition, he maneuvered his vessel through strong enemy escort screens to launch repeated torpedo attacks and sink four Japanese freighters. Although severely depth-charged, he



USS S-44

#### SUBMARINE HONORED FOR SINKING JAP CRUISER

The Navy Unit Commendation has been awarded USS S-44 for her outstanding combat record in the Solomon Sea Area from 12 May to 10 Aug 1942.

S-44 made her first, second, third and fourth war patrols in that area during the period of crisis for allied naval vessels when Japanese air and sea power was at its height. She destroyed the 5,644-ton Shoei on the first and the 2,626-ton Keijo on the

second war patrol. On the day following the Battle of Savo Island, she engaged in battle with the Japanese heavy cruiser *Kako* as she was returning to the homeland after destroying four Allied cruisers. She fought well, despite her age and obsolete design, and succeeded in sinking the cruiser.

Captain John R. Moore, USN, of Sharon, Tenn., was CO of the S-44

at the time.

evaded the enemy and brought the Tautog safe to port.

\*Boles, Roger S., LT, USNR, Santa Paula, Calif.: As flight leader in FitRon 19, attached to USS Lexington, LT Boles participated in action against the Japanese in the Battle for Leyte Gulf on 24 Oct 1944. Leading his group through difficult weather conditions while supporting a bombing and torpedo strike over enemy territory, he directed relentless strafing raids on enemy surface units and enabled our bombers and torpedo craft to score damaging hits on a battleship and three cruisers. He flew through intense antiaircraft fire and delivered heavy strafing attacks on two battleships and a destroyer, reducing the Japanese fire and permitting our bombers to press home successful at-

\*CARMICHAEL, Robert L., LT (then LTJG), USNR, Evanston, Ill.: As pilot in Air Group 1, attached to USS Yorktown, LT Carmichael flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a strike against an enemy carrier, he launched a divebombing attack which resulted in the scoring of three direct and two probable hits on a Japanese warship. With his fuel nearly exhausted, he succeeded in making a safe night carrier landing.

\* CONLEY, Thomas F. Jr., CAPT, USN, Rosemont, Pa.: As CO of an attack

section of DesRon 56, CAPT Conley participated in action against the Japanese in the Battle of Surigao Strait on 25 Oct 1944. Leading his section through intense and prolonged gunfire in a night torpedo attack against the flank of an advancing column of enemy battleships, cruisers and destroyers, he placed the section in such a position that it was able to deliver a well-executed attack and retire without damage to his units.

\*CRENSHAW, James R. Jr., LT (then LTJG), USNR, Orlando, Fla.: As pilot in TorpRon 1, attached to USS Yorktown, LT Crenshaw flew in action against major units of the Japanese during the First Battle of the Philippine Sea on 20 June 1944. Participating in a strike against an enemy carrier, he flew through intense antiaircraft fire and strong fighter opposition and, with other members of his squadron, made a torpedo close range attack which resulted in two direct hits on the carrier. Although his plane was hit and seriously damaged by a heavy antiaircraft shell, he returned to his task group and made a safe landing on his carrier after nightfall.

\*CUSHMAN, Kent M., LCDR (then LT), USNR, Norfolk, Va.: As pilot of a plane in TorpRon 16, attached to USS Lexington, LCDR Cushman participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Leading his section in long-range attack on major units of the

#### \* DECORATIONS

#### Navy Cross (Cont.)

enemy fleet, he maneuvered his plane to evade determined fighter resistance and antiaircraft fire in the action and, striking at a large carrier, scored two direct bomb hits on the bow of the carrier which eventually sank. Completing the mission, LCDR Cushman succeeded in returning with his flight to his task group under extremely adverse conditions.

\*DEAN, William A. Jr., CDR, USN, Coronado, Calif.: As pilot and squadron leader in Air Group 2, attached to USS Hornet, CDR Dean flew in action against the Japanese in the Pacific on 11 and 20 June 1944. Despite adverse weather conditions and enemy antiaircraft fire while leading a strike against enemy airfields in the Marianas, he engaged the enemy directly over the field, per-sonally destroying four fighters of the 23 planes accounted for by his flight. Leading his squadron against the Japanese in the First Battle of the Philippine Sea, he provided air coverage enroute to the target and, despite intense enemy fighter opposition, carried out an attack and scored a direct hit on a large carrier.

\*EASTMOND, Richard T., LT, USNR, Salt Lake City, Utah: As a pilot in FitRon 1, attached to USS Yorktown, LT Eastmond flew in action against the Japanese during the First Battle of the Philippine Sea on 19 June 1944. Leading his division in the interception of enemy aircraft that were attempting to strike at our warships, he attacked the planes and personally shot down four.

\*GLACKEN, George T., LT (then
LTJG), USNR, Fort Wayne, Ind.: As
pilot of a dive bomber in BomRon 16, attached to USS Lexington, LT Glacken flew in action against the Japanese in the First Battle of the Philippine Sea







LT Crenshaw



LCDR Cushman



CDR Dean



LT Eastmond



LT Glacken



LT Helmuth

on 20 June 1944. Participating in a long-range attack on units of the Japanese fleet, he maneuvered his plane to evade determined fighter opposition and assisted essentially in the sinking of a large carrier, in the probable sinking of another carrier, and in shooting down two enemy fighter planes. After completing this critical mission, LT Glaken succeeded in making the long flight back to base and in landing safely on the Lexington.

\* HELMUTH, Lawrence E., LT (then LTJG), USNR, Lakewood, Ohio: As pilot of a torpedo plane in TorpRon 11, attached to USS Hornet, LT Helmuth flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. In the face of accurate and intense antiaircraft fire, he pressed home his attack and scored two direct bomb hits on a Japanese battleship.

\* ISSITT, Donald K., LCDR (then LT), USNR, Hollywood, Calif .: As pilot of a bomber in CompRon 5, attached to USS Kitkun Bay, LCDR Issitt flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. In spite of intense antiaircraft fire, he pressed home a bombing attack on a large enemy unit, consisting of battleships and cruisers, scoring three hits on a heavy cruiser and contributing to its imminent sinking. He was greatly responsible for forcing the Japanese to withdraw and cease shelling six helpless escort carriers and destroyer escorts.

**★ Jones**, Howard, LT (then LTJG), USNR, Fulton, Ky.: As a pilot in Air Group 1, attached to USS Yorktown, LT Jones flew in action against the Japanese during the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a daring strike on an enemy aircraft carrier, he fought his plane against enemy intercepting aircraft and, going in low despite antiaircraft fire, launched a divebombing attack which resulted in the scoring of three direct and two probable

hits on enemy warships. With his fuel exhausted, he succeeded in making a safe water landing at night and was later rescued by a friendly destroyer. \*KIECHLIN, Robert J., LT (then LTJG), USNR, Brooklyn, N. Y.: As boat wave commander of amphibious tractors during operations against the Japanese on Botio Island, Tarawa Atoll, Gilbert Islands on 20 Nov 1943, LT Kiechlin distinguished himself during the initial assault on the strongly-defended territory. He assembled, directed and guided this wave of amphibious tractors to the beach in the face of intense Japanese machine gun fire from the shore and the pier. After the landing he cooperated with the boat control officer for four days in controlling and dispatching craft despite continuous opposition.

\*KIMBREL, Robert W., LT (then LTJG), USNR, Charlotte, N. C.: As pilot in Air Group 1, attached to USS Yorktown, LT Kimbrel participated in action against the Japanese during the First Battle of the Philippine Sea on 20 June 1944. In the face of intense antiaircraft fire from enemy warships and strong enemy fighter opposition, he participated in a determined glidebombing attack which resulted in at least three direct hits on a large enemy air-

craft carrier. \* LINDSTROM, Ross A., LTJG, USNR, Roberts, Idaho: As pilot of a torpedo plane in CompRon 81, attached to USS Katoma Bay, LTJG Lindstrom flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. When our carrier forces were under attack by major units of the enemy fleet, he carried out an unsupported attack against a group of enemy heavy cruisers in company with two other planes. Despite the enemy antiaircraft fire from the warships, he contributed to the infliction of damage on the leading cruiser at a time when the enemy ships were shelling our escort carriers.

\* MAYOCK, Frank, LT (then LTJG),



LCDR Issitt



. LT Jones



LT Kiechlin



LT Kimbrel



LT Lindstrom

LT Mayock





LT Nathan

CDR Nisewaner

USNR, Philadelphia, Pa.: As a pilot in a torpedo squadron, attached to USS Yorktown, LT Mayock participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. In the face of antiaircraft fire and fighter opposition, he fought his plane in a close range torpedo attack which resulted in two torpedo hits on an enemy carrier. After releasing his torpedo, he fought off several attacking enemy fighters and navigated his plane to his task group after nightfall.

\*NATHAN, Claude C. Jr., LT (then LTJG), USNR, Paris, Tex.: As pilot of a torpedo-bomber and division leader in CompRon 27, attached to USS Savo Island, LT Nathan participated in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. He skillfully led his torpedo division through a barrage of antiaircraft fire to score two hits on an enemy carrier.

\* NISEWANER, Terrell A., CDR, USN, Claremore, Okla.: As CO of USS Albert W. Grant, CDR Nisewaner fought in action against the Japanese in the Battle of Surigao Strait on 25 Oct 1944. Participating in a night torpedo attack against an advancing column of enemy battleships, cruisers and destroyers, he directed his ship through intense and prolonged fire to launch a well-executed attack. When his ship was severely damaged in the action, he supervised repairs and damage control operations which enabled the vessel to proceed under its own power and, in addition, personally entered the flooded and burning engine room to rescue several wounded men trapped below.

\*O'KANE, Richard H., CDR (then LCDR), USN, San Rafael, Calif.: As CO of USS Tang, CDR O'Kane distinguished himself during a war patrol of the vessel in Japanese-controlled waters. Maneuvering his ship into favorable position to strike at enemy shipping, he launched his attacks in the face of heavy

enemy countermeasures to sink five Japanese vessels, two of these being a valuable submarine and a capacity-loaded tanker. Although severely depth-charged during the course of his attacks, he succeeded in bringing the *Tang* to port without serious injury to the ship or crew.

\* REGESTER, Richard P., LT (then LTJG), USN, Upper Darby, Pa.: As pilot in Air Group 1, attached to USS Yorktown, LT Regester flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a daring strike on an enemy carrier, he fought his plane against enemy intercepting aircraft and, going low despite antiaircraft fire, launched a divebombing attack which resulted in the scoring of three direct and two probable hits on a Japanese aircraft carrier.

\* REICHEL, John D., LT (then LTJG), USNR, Coneaut, Ohio: As pilot of a dive bomber in BomRon 16, attached to USS Lexington, LT Reichel participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Flying in a long-range attack on major units of the Japanese fleet, he maneuvered his plane to evade fighter opposition and antiaircraft fire and assisted essentially in the sinking of a large enemy aircraft carrier, in the probable sinking of another one and in shooting down two enemy fighter planes. Upon finishing this mission, he succeeded in completing the long return flight to base and in effecting a safe night landing aboard the Lexington.

\*SIGMAN, William H., LTJG (then ENS), USNR, Covington, Ga.: As pilot of a dive bomber in BomRon 9, attached to USS Yorktown, LTJG Sigman flew in action against the Japanese in the East China Sea on 7 Apr 1945. In spite of intense antiaircraft fire and a low cloud cover that obscured the target, he pressed home an attack against units of the enemy fleet, including a battleship, cruiser and screening destroyers, scoring direct hits amidships on the cruiser, thus contributing materially to its sinking.

\* VRACIU, Alexander, LCDR (then LTJG), USNR, East Chicago, Ind.: As pilot of a fighter plane in FitRon 6, attached to USS Hancock, LCDR Vraciu fought during operations against the Japanese in the vicinity of the Marianas on 12, 14 and 19 June 1944. Participating in a strike against enemy shipping in the harbor, he dived through enemy antiaircraft fire to sink a large merchant ship by a direct hit on the stern. With his task force subsequently under attack by a superior force of enemy planes, he struck at the bombers and, despite fighter opposition, shot down six, and broke up a concentrated enemy attack. Flying escort for bomber and torpedo planes on a long-range strike against the Japanese fleet, he closed with a group of enemy fighters, blasting one from the sky and severely damaging another to enable our forces to sink a Japanese carrier.





LT Regester

LT Reichel





LCDR Vraciu

LTJG Wilson

\*WILSON, David L., LTJG, USNR, Alton, Ill. (posthumously): As pilot in Air Group 1, attached to USS Yorktown, LTJG Wilson fought in action against the Japanese during the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to take part in a strike against an enemy carrier, he fought against enemy inscrepting planes and, going in low in spite of intense antiaircraft fire, launched a torpedo attack which resulted in three direct and two probable hits on the enemy warships. With his fuel exhausted he succeeded in making a safe water landing at night and was later rescued by a friendly cruiser.



#### First award:

\*ROSENDAHL, Charles E., VADM, USN (Ret), Toms River, N. J.: As chief of naval airship training and experimentation from 15 May to 14 Aug 1945, Vice Admiral Rosendahl con-



VADM Rosendahl

tributed materially to the airship program. Instituting vigorous measures to correct past training deficiencies, he established the airship training program on a sound basis and set up from 75 to 100 experimental projects in the general categories of flight, engineering, elec-

tronics and laboratory. In addition, from 10 Sept 1943, as special assistant (LTA) to Deputy CNO (Air), he was the principal adviser on lighter-than-air matters.



#### Gold star in lieu of second award:

★ FYFE, John K., CDR (then LCDR), USN, Sarasota Beach, Fla.: Assistant approach officer, USS Sandlance, first war patrol, Japanese waters, 8 Feb to 23 Mar 1944.

★GALANTIN, Ignatius J., CDR (then LCDR), USN, New London, Conn.: CO, USS *Halibut*, sixth war patrol, Japanese waters, 20 Aug to 16 Sept 1943.

\* HAUCK, Philip F., CDR, USN, Annapolis, Md.: CO, USS Bennett, Guam, 20 July 1944; Palau Islands, 30 Mar to 1 Apr 1944; First Battle of the Philippine Sea, June 1944.

\* Nelson, Harry A., LTJG (then ENS), USN, Marcus, Iowa: Pilot, FitRon 20, USS Lexington, Battle for Leyte Gulf, 25 Oct 1944.

\*SCHUMACHER, Vincent E., CDR (then LCDR), USN, Birmingham, Ala.: Approach officer, USS *Thresher*, 11th war patrol, Japanese waters, 30 Dec 1943 to 18 Feb 1944.

\*WARD, Robert E. M., CDR (then LCDR), USN, Santa Barbara, Calif.: CO, USS Sailfish, 11th war patrol, Japanese waters, 7 July to 6 Sept 1944. \*WILSON, Clark L. Jr., LCDR (then LT), USNR, Riverside, Calif.: Assistant approach officer, USS Sawfish, eighth war

patrol, Japanese waters, 9 Sept to 8

Nov 1944. First award:

\*AUSTIN, Marshall H., CDR (then LCDR), USN, Atlus, Okla.: CO, USS Redfin, third war patrol, Japanese waters, 26 May to 14 July 1944.

\*BAGBY, Oliver W. Jr., CDR (then

\*BAGBY, Oliver W. Jr., CDR (then LCDR), USN, Mystic, Conn.: Assistant approach officer, USS Bang, first war patrol, Pacific, 29 Mar to 14 May 1944. \*BARGE, Roland, CHCARP (then CARP), USNR, Oakland, Calif.: Member, UDT, bombardment and assault, Japa-

nese-held island, 17 to 21 July 1944. \*BREWSTER, Edward D., CDR, USNR, College Station, Tex.: CO, UDT 1, Kwajalein, 31 Jan to 5 Feb 1944; Eniwetok, 17 to 22 Feb 1944.

\*BROWN, Galen C., LCDR (then LTJG), usn, Catalina Island, Calif.: Boat traffic control officer, Tarawa, 20 to 24 Nov 1943.

★BURNETT, Howard R., LT, USNR, Coldwater, Kan. (posthumously): Pilot, attached to USS *Enterprise*, Battle of Santa Cruz, 26 Oct 1944.

\*Burwell, Water B., LT, MC, USNR, Henderson, N. C.: MO, USS Suwanee, Leyte Islands, 25 to 28 Oct 1944.

\*Buxton, Harold A., LT (then LTJG), USNR, Concord, Mass.: Pilot, TorpRon 8, USS Bunker Hill, First Battle of the Philippine Sea, 20 June 1944

\*CALLAHAN, George H., LT (then LTJG), USNR, Glen Ridge, N. J.: CO, USS. LCI (L) 441, Marshall Islands, 22 Feb 1944.

\*CLARK, Joseph J., RADM (then CAPT), USN, Jacksonville, Fla.: CO, USS Yorktown, CenPac, 31 Aug to 5 Dec 1943.

★ CORWIN, Stanley J. Jr., LT, USN, Madswaska, Me.: OD, USS Sailfish, 12th war patrol, Japanese waters, 26 Sept to 11 Dec 1944.

\*CRAFT, James P. Jr., CDR, USN, Shellman, Ga.: CO, USS Roe, and commander of a task unit of destroyers, CenPac, 24 Dec 1944.

\*CROWE, Thomas W. Jr., LTJG (then ENS), USNR, Columbia, Tenn.: Conspicuous heroism, on board LCI(L) 487, Normandy beach, 6 June 1944.

\* DAVIS, Richard K., LCDR (them LT), USNR, Erie, Pa.: OD, USS Peto, seventh war patrol, 23 Oct to 6 Dec 1944. 
\* DAWES, Laurens D., CDR, USNR, Minneapolis, Minn.: Flag lieutenant, ComTransDiv 4, Gilbert Islands, 20 Nov 1943.

★ EVANS, Max, LT (then LTJG), USNR, Detroit, Mich.: CO, LCT 257, Netherlands New Guinea, 27 May to 8 June 1944.

\*EWING, James W., LTJG, USN, Fowler, Colo.: Pilot, FitRon 80, USS Hancock, Tokyo Area, 16 Feb 1945.

\*FANER, Joseph F., LCDR (then LT),

USNR, Waterford, Pa.: Diving officer, USS Sawfish, seventh war patrol, Japanese-controlled waters.

\*FISCHER, Harry F., LCDR (then LT), USN, Vallejo, Calif.: Diving officer, USS Thresher, 11th war patrol, Japanese waters, 30 Dec 1943 to 18 Feb 1944. \*FORTSON, Thomas N., LT (then LTJG), USNR, Columbia, S. C.: Heroic action while serving in USS LCI(L) 365,

★GARRISON, Paul B., LCDR, USNR, Hinkley, Calif.: Pilot and division leader, CompRon 5, USS Kitkun Bay, Battle off Samar. 25 Oct 1944.

Eniwetok, 22 Feb 1944.

★GORDON, Wilbur L., CHCARP, CEC, USNR, Houston; Tex.: Member, UDT, bombardment and assault of Pacific island, 17 to 21 July 1944.

\*HARTMAN, Irwin S., CDR, USN, Columbia City, Ind.: CO, USS S-41, sixth war patrol, Japanese waters, 15 May to 15 June 1943.

\* HARTT, William J., LT (then LTJG), USNR, Springfield, Mass.: CO, LCT 5, Biak, Netherlands New Guinea, 27 May to 5 June 1944.

\* HAWKS, William L., LT (then LTJG), USNR, Euclid, Ohio: Gallantry as member of UDT, bombardment and assault of Pacific island, 17 to 21 July 1944.

\*HOFFMAN, Walter B., LTJG, CEC, USNR, Portland, Ore.: Gallantry as member of UDT, bombardment and assault of Pacific island, 17 to 21 July 1944.

\* HOOPER, Seldon G., CAPT (then CDR), USN, Coronado, Calif.: CO, USS *Ilhlmann*, Palau, 6 Sept 1944; Mindanao and Visayas, 9 to 14 Sept 1944; Luzon, 21 to 22 Sept 1944; Nansei Shoto and Formosa, 24 to 26 Oct 1944.

\*HUNNICUTT, James L., CDR (then LCDR), USN, Olympia, Wash.: Assistant approach officer, USS *Tinosa*, sixth war patrol, Japanese waters, 29 Mar to 15 May 1944.

\* JANCAR, Arnost, LTJG, USNR, San Gabriel, Calif.: Pilot, BomRon 19, USS Lexington, Philippines, 5 Nov 1945.

\*Julian, William D. Jr., LTJG (then ENS), USNR, Crockett, Tex.: OinC, USS LCT(6) 541, invasion of France, 6 June 1944.

★ KEYES, Cole J., LT, USNR, Peru, Ind.: Intrepidity while serving in LCI(L) 440, Eniwetok, Marshall Islands, 22 Feb 1944.

\* MACAULAY, Arthur Jr., LCDR (then LT), USNR, Savanah, Ga.: Group commander leading LCT task force, assault on Normandy, 6 and 7 June 1944.

\* MARTIN, Farar B. C., CAPT (then CDR), USN, Norfolk, Va.: Convoy commander, LCI Flot 8, Philippines, 11 and 12 Dec 1944.

★ MCCORKLE, William H., LCDR (then LT), CHC, USNR, Lexington, N. C.: Chaplain, Second Raider Battalion, 4th Marines, Bougainville, Solomon Islands, 1 Nov 1943.

★ McCuaig, Alfred C., LT, USNR, Alma, Mich.: Pilot, PatBomRon 123, off coast of Japanese homeland, 4 June 1945.

\* McNitt, Robert W., CDR (then LCDR), USN, Perth Amboy, N. J.: Assistant approach officer, USS Barb,

#### SUPPORT LANDING CRAFT CITED FOR ACTION

The Navy Unit Commendation has been awarded USS LCS(L) 118 for her services while operating in support of radar picket ships during the Okinawa campaign from 1 Apr to 6 June 1945.

When an LST carrying approximately 300 Marines, together with their combat equipment and stores of several types of explosives, ammunition and gasoline was crashed and set afire by a kamikaze, LCS(L) 118 immediately proceeded to within 50 feet of the abandoned craft. Fire-fighting equipment was directed

into the blaze, personnel boarded the ship to fight the flames and the LST was saved for further service.

LSC(L) 118 fought off a Japanese suicide plane attack on 4 May, shot down two of the attacking planes and rescued 114 survivors from a friendly destroyer and an LSM which had been sunk. She withstood an intense aerial attack on 3 and 6 June and splashed a Japanese plane during each engagement.

Lieutenant Peter F. Gilmore, USNR, Tonopah, Nev., was CO of the vessel at the time. eighth war patrol, Japanese waters, 21 May to 3 July 1944.

\* McWethy, Robert D., LCDR (then LT), USN, Key West, Fla.: Torpedo officer and special equipment officer, submerine on a war patrol in the Pacif

\*MI LER, Jim D., LCDR, USN, Los Angeles, Calif.: Assistant approach officer, USS Spearfish, 10th war patrol, Japanese waters, 17 Jan to 29 Feb 1944.

\* MILLER, Wallace J., CAPT (then CDR), USN, Annapolis, Md.: CO, destroyer screen, Japanese waters, 13 to 17 Oct 1944.

\* MITCHELL, William V., LT, USN, Clanton, Ala.: Diving officer, USS Bluefish, sixth war patrol, Japanese waters, 22 July to 14 Sept 1944.

\* MOLUMPHY, George G., CDR, USN, Oklahoma City, Okla.: CO, USS Skipjack, war patrol in Japanese waters.

\*PARRISH, Elbert W., LT (then LTJG), USNR, Jesup, Ga.: Pilot, Bom-FitRon 80, USS Hancock, Pacific, 17 Feb 1945.

\* PHILLIPS, Logan J., LT (then LTJG), USNR, Long Island, N. Y.: Pilot, Torp-Ron 8, USS Bunker Hill, First Battle of the Philippine Sea, 20 June 1944.

\*RABENSTEIN, Howard P., LT, USNR, Geneva, Ohio: Heroic action while serving in USS LCI(L) 442, Marshall Islands. 22 Feb 1944.

\*SANDVIGEN, Ralph E., LCDR (then LT), USNR, Tacoma, Wash.: CO, USS LST 552, POA.

\*SCANLAND, Francis W. Jr., CDR (then LCDR), USNR, Sarasota Beach, Fla.: CO, USS Hawkbill, first war patrol, Japanese waters, 9 Sept to 10 Oct 1944.



#### Gold star in lieu of fourth award:

\*LOUD, Wayne R., CAPT, USN, San Diego, Calif.: Task group commander, Japanese waters, September to November 1945.

#### Gold star in lieu of second award:

★ DOYLE, Austin K., RADM (then CAPT), USN, Pensacola, Fla.: CO, USS Hornet, Mindoro, Formosa, Luzon, 30 Nov 1944 to 25 Jan 1945.

★ EDSON, Stephen R., CAPT, USN, Chevy Chase, Md.: Supply officer, staff of a task force commander, invasion of France, August 1944.

\*KETCHAM, Dixwell, RADM (then COMO), USN, Alameda, Calif.: Com-FairWing 1, task group commander under Com3dFlt, western Pacific, Philippines and South China Sea, in support of central and southwest Pacific amphibious operations, 10 Sept 1944 to 26 Jan 1945.

★ Scott, David D., CDR, USN, Webster, S. D.: Assistant gunnery officer, senior naval gunfire liaison officer on staff of a naval task force commander, invasion of France, August 1944.

### QUIZ ANSWERS Answers to Quiz on Page 19

1. (b) It is the world famous Skystreak.

(a) It has set a new world's record of 650.6 miles per hour.

 (c) He is operating a portable winch.
 (c) A pilot can lay down an effective man-made cloud with this smoke tank.

(b) It is USS Fury, a patrol gunboat.
 (a) Usually patrolling around harbor and port entrances.

\*WILSON, Edward W., CDR, USNR, Pittsburgh, Pa.: Commander of an assault group, landing on Cherbourg, France, 6 to 24 June 1944.

#### First award:

\*ARMSTRONG, Robert G., CAPT, USN, Larchmont, N. Y.: CO, USS St. George, and commander of a naval search and reconnaissance task unit, central and western Pacific, 28 Nov 1944 to 15 Apr 1945.

\*Bellerby, Russell J., CAPT, USN, St. Petersburg, Fla.: Executive officer of an attack transport and member of the staff of a transport group commander, POA, during World War II. \*Benson, William L., CAPT, USN, Washington, D. C. :ComDesDiv 34, Bay of the Seine, Normandy, 6 June to 4 July 1944.

\*Busbey, Leroy W. Jr., CAPT, USN, Washington, D. C.: CO, USS Salt Lake City, Marshall Islands, 23 Jan to 17 Mar 1944.

\*CARTER, Robert F., CAPT (then CDR), USNR, Willis, Tex.: Port director and CO, advanced naval station, Borabora, Samoan Islands, 17 Dec 1942 to 25 Nov 1943.

★ CLARK, David H., CAPT, USN, Henderson, Ky.: Staff member of CinCPac and later as assistant fleet maintenance officer, April 1942 to August 1943.

★ COLLINS, Howard L., CAPT, USN, Washington, D. C.: Assistant operations officer and later as operations officer on the staff of CinCPac, 10 Mar 1941 to 11 Jan 1945.

\*CONNOLLY, Joseph A., CAPT, USN, Palo Alto, Calif.: ComSubDiv 45 and ComSubRon 22, February 1941 to 9 Sept 1944.

\* DOUGHERTY, Joseph E., CDR (then LCDR), USN, Philadelphia, Pa.: CO, PatBomRon 21, POA, 10 Sept 1944 to 16 Apr 1945.

★ ERCK, Charles F., CAPT, USN, San Francisco, Calif.: ComSubRon 10, operations against Japanese, 12 Oct 1943 to 13 Oct 1944.

\*FARRELL, Leo B., CAPT, USN, New York City: CO, USS Markab, forward Pacific areas, January 1944 to April 1945.

★ FIELD, John A., CDR (then LCDR), USNR, Newark, N. J.: Engineering officer, USS Santee, Battle for Leyte Gulf, 25 Oct. 1944.

\*FISHER, Allan J., LCDR (then

LTJG), USN, Ontario, Calif.: Senior American officer, Japanese POW camp, Macassar, Celebes, 2 Oct 1943 to 26 July 1945.

\*FRANCIS, Duncan F., CDR (then LCDR), USNR, Philadelphia, Pa.: CO, USS William C. Miller, POA, 14 July

\*GOGGINS, William B., CAPT, USN, Arlington, Va.: OinC, Pacific Fleet radio unit, POA, 28 Oct 1942 to 5 Jan 1945. \*GOLD, Pleasant D., CAPT, USN, Bethesda, Md.: Maintenance officer, ComServRon 10, central and western Pacific. 11 Sept 1944 to 1 June 1945.

Pacific, 11 Sept 1944 to 1 June 1945.

\*Hogle, Raynold D., CAPT (then CDR), USN, Fort Worth, Tex.: Chief of staff to the commander of a task group attached to the fast carrier task forces, POA, 16 Jan to 26 June 1944.

\*JOHANSEN, John M., LT (then ENS), USN, Warrington, Fla.: Heroic service while serving in USS Santee, Battle for Leyte Gulf, 25 Oct 1944.

\*KENT, Walter Jr., LCDR, USN, Honolulu, T. H.: Communications officer, staff of Com2dCarTaskFor, Pacific, 18 Aug 1944 to 25 Jan 1945.

★ KILAND, Ingolf N., RADM, USN, Coronado, Calif.: Com7thPhibFor, Pacific, 24 Nov 1944 to 17 Jan 1945.
★ McGivern, Charles F., CDR (then

\* McGIVERN, Charles F., CDR (then LCDR), USN, Annapolis, Md.: CO, USS Sea Devil, fourth war patrol, East China and Yellow Sea areas, 19 May to 15 July 1945.

\* MERRITT, Clinton J., LT, USN, Calhoun Falls, S. C.: OD, USS Petrof Bay, Battle for Leyte Gulf, 25 Oct 1944.

\* NEWELL, Lyman T., CDR (then LCDR), USNR, Washington, D. C.: Communications officer, staff of a task group commander, western Pacific area, 29 Aug 1944 to 25 Jan 1945.

\*O'BEIRNE, Emmet, CAPT (then CDR), USN, Arlington, Va.: Executive officer, USS Sangamon, SoWesPac, 12 Oct to 3 Nov 1944.

\*OLDENDORF, Jesse B. VADM (then RADM), USN, Downey, Calif.: CO, fire support group, assault and occupation of islands in Marshalls.

★PARE, Edward E., CAPT, USN, Baltimore, Md.: Commander of a task group, CenPac, 11 Jan to 15 Aug 1944. ★PLAGE, Henry L., CDR (then LCDR),

\*PLAGE, Henry L., CDR (then LCDR), USN, Atlanta, Ga.: CO, USS Taberer, western Pacific, 18 to 20 Dec 1944.



Gold star in lieu of third award: \* McCuskey, Elbert S., LCDR, usnr, Seattle, Wash.: Pilot of a fighter plane, FitRon 8, uss Bunker Hill, Formosa, 12 Oct 1944.

Gold star in lieu of second award: \*BELLSEY, Albert Y., LCDR (then LT), USNR, Williamsport, Pa.: Commander of Liberator, search mission, SoWesPac,

9 Oct 1944. ★ COLEMAN, Joseph L., LTJG, USN, Atlanta, Ga.: Pilot in operations against

#### \* DECORATIONS

#### D. F. C. (Cont.)

Japanese, Nansei Shoto area, 6 May to

13 June 1945.

\*COLLINS, John J., LCDR, USNR, Long Island, N. Y.: Pilot in FitRon 15, USS Essex, Battle for Leyte Gulf, 25 Oct

\* CROCKETT, Thomas L., LTJG (then ENS), USNR, Hollywood, Calif.: Pilot of fighter plane in FitRon 24, USS Santee, Ryukyu Islands, 11 May to 13 Tune 1945.

\* HARTMAN, Earl E., LCDR (then LT), usnr, Arkansas Pass, Tex.: Pilot operating against Japanese, Nansei Shoto, 6

May to 11 June 1945.

\* JORDON, William F., LT, USNR, Knights-town, Ind.: Pilot, CompRon 91, USS Makin Island, Ryukyu Islands, 26 Mar to 29 May 1945.

\*LEWIS, Harry G., LTJG (then ENS), USNR, Bellevue, Wash.: Pilot in Torp-Ron 2, USS Hornet, Philippines, 21 Sept 1944.

\* ROBINSON, Ross F., LTJG (then ENS), USNR, St. Paul, Minn. (post-humously): Pilot, Air Group 2, USS Hornet, Bonin Islands, 24 June 1944.

#### First award:

\* ALBERT, Walter H., LTJG, USNR, Braintree, Mass.: Pilot, FitRon 16, USS Lexington, Marianas, 16 and 19 June 1944.

\* ANDREWS, William R., LTJG, USNR, Woodbury, N. J.: Pilot, escort torpedo plane, CompRon 83, USS Sargent Bay, Volcano and Ryukyu Islands, 17 Feb to 2 Apr 1945.

\*ARNOLD, Charles D., LTJG, USNR, Sweet Home, Ore.: Pilot, CompRon 99, uss Hoggatt Bay, Ryukyu Islands, 18

May to 22 June 1945.

\* BARGI, Alfred A., ENS, USNR, Detroit, Mich. (posthumously): Pilot, CompRon 86, USS Bismarck Sea, Philippines, Nov. 1944 to 21 Feb 1945.

\*BARTLES, William H., LT (then LTJG), USN, Enumclaw, Wash.: Pilot, CompRon 84, USS Makin Island, Okinawa, 23 Mar to 29 Apr 1945.

\* BEARD, Cyrus S., LTJG, USNR, Greensboro, N. C.: Pilot, FitRon 50, USS Bataan, First Battle of the Philippine Sea, 20 June 1944.

\* BEAUCHAMP, Ernest M., LCDR (then LT), USN, Los Angeles, Calif.: Pilot, Air Group 8, USS Bunker Hill, First Battle of the Philippine Sea, 20 June 1944.

\*BENNETT, Broughton, LCDR (then LT), USNR, Pearson, Ga.: Pilot, Comp-Ron 99, USS Hoggatt Bay, Ryukyu Islands, 17 May to 21 June 1945.

\*BIANCHI, George P., LTJG, USNR, Worcester, Mass.: Pilot, PatBomRon 111, Borneo, Celebes, Malaya, Indochina, 2 Feb to 19 June 1945.

\*BIRD, Leo A., LTJG, USNR, Shreve-port, La.: Pilot, Air Group 51, USS San Jacinto, Pacific war area, 25 July 1944. \*BLAKE, Robert L., LTJG (then ENS), USNR, Roncovarte, W. Va.: Pilot, Comp-Ron 83, USS Sargent Bay, Ryukyu Islands, 16 Feb to 23 Apr 1945.

★BLEECH, Otto, R., LTJG, USNR, Paho-kee, Fla.: Pilot, TorpRon 15, USS Essex, Marianas, 12 June 1944.

\*BOYLE, Peter F., CDR (then LT), USN, Alameda, Calif.: Pilot, PatWing 4, Kiska Harbor, June and July 1942.

\* BRIDGERS, John D., LCDR (then LT), USNR, Greenville, N. C.: Pilot, BomRon 15. USS Essex. Marianas Islands, 23 June 1944.

\* BROOKS, Charles L., LTJG, USN, Chillicothe, Mo.: Pilot, CompRon 97, USS Shipley Bay, Nansei Shoto, 9 Apr to 18 May 1945.

\* RILEY, Kenneth W., LTJG (then ENS), USNR, Corder, Mo.: Pilot and wingman in FitRon 26, USS Santee, Philippine Islands, 22 and 26 Oct 1944. \*Rossen, Matthew, Jr., LTJG, usnr, River Forest, Ill.: Pilot of escort fighter plane, CompRon 93, USS Sargent Bay, Volcano and Ryukyu Islands, 18 Feb to 1 May 1945.

\* RUSHING, Roy W., LT (then LTJG), USN, Pilot in FitRon 15, USS Essex, an island of the Bonin Group, 15 June

1944.

\* RUSSELL, James S., CAPT (then LCDR), USN, Alexandria, Va.: Com-

PatRon 42, Aleutians, 5 Feb 1942.

\*RYAN, William E., LT, USNR, New
York City: Pilot in CompRon 91, USS Makin Island, Ryukyu Islands area, 26 Mar to 2 May 1945.

\*RYLANDS, Clifford J. Jr., LTJG, USNR, Allison Park, Pa.: Pilot of an escort fighter plane in CompRon 83, USS Sargent Bay, Ryukyu Islands, 26 Mar to 1 May 1945.

\* SARRIS, John F., LTJG (then ENS), USN, Newport, R. I.: Pilot of a fighter plane, operating from USS Sangamon, Battle for Leyte Gulf, 24 Oct 1944.

\* SCHMIDT, Warren, LTJG, USNR, Minneapolis, Minn.: Pilot with CompRon 96, Ryukyu Islands, 22 June 1945. \* SKINNER, James E., LTJG, USNR,

Bowling Green, Ky .: Pilot in FitRon 87. uss Ticonderoga, Inland Sea of Japan, 24 July 1945.

\*SLOAN, Julius L., Jr., LTJG, USNR. Monument, N. M.: Pilot of a fighter plane operating from USS Sangamon, Battle for Leyte Gulf, 25 Oct 1944.

\*SMITH, James D., LTJG (then ENS), USNR, Big Springs, Tex.: Pilot in Fit-Ron 87, USS Ticonderoga, Inland Sea

of Japan, 24 July 1945.

\* STEWART, James S., LT, USNR,
Beverly Hills, Calif.: Pilot in Air Group 31, USS Cabot, vicinity of the Marianas, 12 June 1944.

\* STORY, Walter D. Jr., LTJG, USNR, Albuquerque, N. M.: Pilot of scout observation plane, USS New Mexico, forward Pacific war area, 6 to 28 May

\* SUAYRES, Fred C., LCDR (then LT), USNR, Petersburg, Fla.: Leader of flight of four planes, FitRon 88, USS Yorktown, Sea of Japan, 30 July 1945.

\*THARP, Samuel M. Jr., LCDR (then LT), USNR, Bay Minette, Ala.: Pilot of a dive bomber in BomRon 20, uss Enterprise, Philippine Islands area, 13 Nov 1944.

\*THOMSON, John R., LTJG (then ENS), USN, Florence, Tex.: Pilot of a scout observation plane, USS Texas, Okinawa, 25 Mar to 14 May 1945. \* VAIL, Robert W., LTJG, USNR, Atoka,

Okla.: Pilot of a fighter plane, FitRon 87, USS Ticonderoga, Inland Sea of Japan, 24 July 1945.

\* VALDES, John T., ENS, USNR, Ithan, Pa.: Pilot of a torpedo plane, Comp-SpotRon 2, USS Fanshaw Bay, Nansei Shoto area, 15 to 24 May 1945.

\* VARNEY, Edsel C., LTJG (then ENS), USNR, Banco, W. Va.: As pilot of a fighter plane in CompRon 84, USS Makin Island, Okinawa, Ryukyu Islands, 23 Mar to 29 Apr 1945.

\* VINEYARD, Merriwell, W., LT (then LTJG), USNR, Berkeley, Calif.: Pilot and flight leader, FitRon 2, USS Hornet, First Battle of the Philippine Sea, 20 Tune 1944.

\* WHITMORE, William P., LTJG, USNR, Chicago, Ill.: Aircrewman, patrol bomber in PatBomRon 118, vicinity of Korea, 5 and 7 May and 4 July 1945.

\*WINNINGHAM, Isaac C., LTJG, USNR, Baytown, Tex.: Pilot in CompRon 96,

Ryukyu Islands, 21 June 1945. \*YAUSSI, Ralph A., LT (then LTJG), USNR, Glendale, Calif.: Pilot of a plane in Air Group 2, USS Hornet, First Battle of the Philippine Sea, 20 June 1944. \* Younglove, Edward E., LTJG, usnr, Seattle, Wash.: Pilot with CompRon 91, USS Makin Island, action against the Japanese, 26 Mar to 15 May 1945. ★ZINK, John A., LTJG (then Ens), USN, St. Marys, Ohio: Pilot in FitRon

11, USS Hornet, Philippine Islands area, 14 Oct 1944.



\* POLK, Edwin W., LTJG, USNR, Detroit, Mich.: As executive officer MTB 363, operations against enemy forces in So-WesPac, 25 Nov 1944.

\* SCHWARTZ, Charles R., S1, USN, East Beckley, W. Va.: For effecting the rescue of three men and for assisting in the rescue of five passengers when a B-25 overshot the runway of the Washington, D. C., airport, 19 Aug 1946.

\* SCRANTON, Charles W. Jr., LT (then ENS), USNR, East Orange, N. J.: For taxiing a burning plane from the immediate vicinity of a serious fire at a naval air base in the central Pacific, 19 Aug 1944.

\*SMITH, Elmer P., LT (then LTJG), USN, Southbridge, Mass.: While serving on board USS Hancock, for directing fire fighting activities, off Okinawa Jima, 21 Jan 1945.

\* STEVENS, John W., CDR (then LT), MC, USNR, Du Quoin, Ill.: For braving enemy fire to administer first aid to men of a gun battery, Marshall Islands, 12 Feb 1944.

\* VAN KIRK, William C., LTJG (then CMOMM), USN, San Diego, Calif.: For entering a smoke-filled, confined compartment to assist in the removal of wounded men, on board a submarine, 30 Jan 1944.



Gold star in lieu of third award: \*LEWIS, Harold S., LCDR (then LTJG), USM, Miami, Fla.: CO of an LCI(G), off the beaches of Okinawa, 6 Apr 1945.

\*Cold star in lieu of second award:

\*DASPIT, Lawrence R., CAPT (then CDR), USN, Houma, La.: CO of USS Tinosa, third war patrol of the vessel in the Pacific, 23 Sept to 16 Oct 1943.

\*ENDERLIN, Arthur, CDR, USNR, Honolulu, T. H.: Advance base communications plans officer, on staff of CincPac, 26 Oct 1944 to 1 Sept 1945.

\* McLellan, Hubert M., CDR (then LCDR), USNR, Santa Monica, Calif.: Flag secretary and aide to a naval task force commander, amphibious invasion of Southern France. August 1944.

of Southern France, August 1944.

\*\*ROACH, John P., CDR, USN, Dallas, Tex.: CO of USS \*\*Haddock\*, eighth war patrol, Japanese-controlled waters, 14 Dec 1943 to 5 Feb 1944.

Dec 1943 to 5 Feb 1944.

\*THAYER, Robert M., LTJG, USNR, Cresco, Iowa: Rescuer of trapped men in bombed ship, USS Franklin, near Kobe, 19 Mar 1945.

#### First award:

\*ALBRITTON, Jessie M. Jr., LT, USNR, Deland, Fla.: Leader of fire-fighting party, USS Franklin, near Kobe, 19 Mar 1945.

\*ANDERSON, Carl E., COMO (then CDR), USNR, Seattle, Wash.: Commander of beachmaster group, assault and capture of Saipan, 24 July to 8 Aug 1944.

★ HELLER, Albert S., LT (then LTJG), USNR, Newport, R. I.: CO, USS PT 380, POA, from 11 Nov 1943 to 13 Apr 1945. ★ HELSEL, Wilson K., LTJG, USNR, Los Angeles, Calif.: Assistant navigator, USS Franklin, vicinity of Kobe, Japan, 19 Mar 1945.

\* HOERNER, Herbert L., CAPT (then CDR), USN, San Diego, Calif.: Assistant operations officer on the staff of Com-3dFleet, Battle for Leyte Gulf, from 23 Oct to 26 Oct 1944.

\*HOF, Louis R., LCDR (then LT), USNR, New Brunswick, N. J.: CO, USS LCS (L) 20, Okinawa Island, from April to June 1945.

\*HOLY, Charles J. Jr., LT (then LTJG), USNR, Westfield, N. J.: Assistant medical officer, 3d Bn., 27th Marines, 5th MarDiv, Iwo Jima, Volcano Islands, 19 Feb to 23 Mar 1945.

\* HOOKS, Ralph N., LT, USNR, Abilene, Tex.: Target evaluator, USS McCord, Kyushu, Nansei Shoto, 18 Mar to 11

May 1945.

\*\*HUGHES, John O., LTJG (then MACH), USN, Norwich, Conn.: Crew member of USS Redfish, second war patrol, from 19 Mar to 2 May 1944.

\*\*HURLEY, Michael J., LCDR, USN, Long Beach, Calif.: Engineering officer, USS Arkansas, prior to and during invasion of France, 6 June 1944.

★ JARVIS, Benjamin C., LCDR, USN,

Berkeley, Calif.: For meritorious service while serving in USS Nautilus, during a mission to Apanama Island, Gilbert Islands with a detachment of Marines. \* JENCKES, Walter D., LCDR, USNR, Old Lym, Mass.: CO, USS Gilmore, engaged in escort duty, North Pacific, 25 Apr 1944.

★ JENKINS, Luther B., LT, USNR, Richmond, Va.: Assistant boat group commander, prior to and during invasion of Normandy, 6 June 1944.

★ JONES, Mack C., LTJG, USN, Brooklyn, N. Y.: Engineering officer, USS Sangamon, operations in Leyte and Samar, from 20 to 28 Oct 1944.

\* JUMPER, Will C., LT (then LTJG), USNR, Sacramento, Calif.: Junior OOD in fire support ship at Tinian, Marianas

Islands, 24 July 1944.

★ KEYES, Charles M., CDR, USN, Greeley, Colo.: CO, USS William D. Porter, during operations against enemy forces, North Pacific area, from 13 to 26 June 1944.

★ LAUNDY, Henry H., LT, USNR, Lakewood, Ohio: Torpedo data computor operator, USS Spadefish, third war patrol, from 6 Jan to 13 Feb 1945.

\*LECKIE, William I., CDR, USNR, Bronxville, N. Y.: Plans officer of the staff ComPhibBases, United Kingdom, during preparations for operations against enemy forces on the European continent. \*LOVETT, James P., LCDR (then LT.), MC, USNR, Olney, Tex.: For heroic achievement while serving in USS South Dakota, POA, 19 June 1944.

\*LOWRIE, Frederick B., LT, USNR, Detroit, Mich.: CO, USS YMS 36, during the advanced landings in the Anzio-Nettuno area, Italy, January 1944.

\* MAHON, William L. Jr., LT, USNR, Georgetown, S. C.: Boat officer and wave commander, attached to USS Fayette, during operations in POA.

\* McDonald, David L., CDR, usn, Hollywood, Fla.: OinC of the combat information center, uss Lexington, Battle for Leyte Gulf, 24 Oct 1944.

\* MERRITT, Douglas N., LCDR (then LT), USNR, Atchison, Kans.: Diving officer, USS Jallao, first war patrol, POA, 9 Oct to 10 Dec 1944.

\* MILLER, George C., CAPT (then CDR), USN, Berkeley, Calif.: CO, advanced naval base, POA, March to June 1944.

★ MILLER, John B., LT, USNR, Ames, Iowa: Plotting officer, USS Scabbardfish, second war patrol, POA, 2 Nov to 20 Dec 1944.

★ MITCHELL, Edward A., LCDR, USNR, Evansville, Ind.: CO, UDT, Okinawa, April to July 1945.

\* NASH, Willard V., LCDR (then LT), USNR, Saginaw, Mich.: CO, LCI(G) 449, Kwajalein, Marshall Islands, January and February 1944.

\*NAYLOR, William F. Jr., LT (then ENS), USNR, Attleboro, Mass.: Division officer of LCMs during invasion of Normandy, France, 6 June 1944.

\*NORRIS, Charles R. Jr., CDR (then LCDR), USN, Kalamazoo, Mich.: Executive officer, navigator and OinC of CIC of USS Niblack, Oran, Algeria, 19 May 1944.

\*OWEN, Thomas C., LTJG (then ENS), USNR, Savannah, Ga.: Division officer, uss Sante Fe, Shikoku, Japan, 19 Mar 1944.

\*RECK, Bruce A., CHCARP (then CARP), USN, Erie, Pa.: For service while attached to USS *Enterprise* during action against the enemy, 20 Mar 1945.

★RYIODEMYRE, John L., CDR (then LCI)R), USNR, Middletown, Ohio: Communications officer on staff of ComCruDiv 13, POA, 21 Dec 1943 to 10 Dec 1944. ★ROWNEY, William W., LTJG, USNR, Youngstown, Ohio: CO, LCI 232, during landing operations on France, 6 June

1944. ★ RUSSELL, Donald B., LT, USNR, Newton, Mass.: CO, USS LST 584, POA, from January to August 1945.

\* SCHERESCHEWSKY, John F., LT, USNR, Cornwall, Conn.: CO, USS LCI (L) 451, during invasion of Normandy, France, 6 June 1944.

\*SCHUH, Charles J. Jr., LT (then LTJG), USNR, Petersburgh, Fla.: USS YMS 34, in advanced landings at Anzio-Nettuno area, Italy, January 1944.

★ SCHLACKS, William J., LCDR (then LT), USN, Evanston, Ill.: For heroic achievement in USS Hancock, Okinawa Jima, 21 Jan 1945.

★ SCHNEIDER, Frederick H. Jr., CDR (then LCDR), USN, Wausau, Wis.: CO, USS Thorn, during a series of fueling operations in support of 3d Fleet attacks, South China Sea, from 9 to 20 Jan 1945. ★ SCHOMER, Jerome A., CARP (then CCM), USNR, Kaukauna, Wis.: Member of UDT, in action against enemy forces, Marianas Islands, from 17 to 21 July 1944.

★SMITH, Charles H., LCDR (then LT), USNR, Evanston, Ill.: Gunnery officer, USS Carmick, during assault operations, coast of France, 6 June 1944. ★SQUIRE, Maurice L., LT, USNR, Minneapolis, Minn.: Torpedo data computor operator, USS Balao, eighth war patrol, East China Sea and Yellow Sea, 27 Feb to 8 Apr 1945.

\*STAFFORD, Edgar, LT, USN, Philadelphia, Pa.: Chief boilermaker, USS North Carolina, POA, 15 July to 24 Aug 1942. \*STEFFE, Ralph S., LCDR (then LT), USNR, Springport, Mich.: Junior medical officer, USS Pensacola, Iwo Jima, 17 Feb 1945.

\* STEPHAN, Charles R., CDR (then LCDR), USN, Chatham, N. J.: CO, USS Woodworth, Bismarck Archipelago, 14 to 25 Feb 1944.

★ STODDARD, Eben, LT, USNR, Marblehead, Mass.: Member of a rescue crew attached to MTBRon 18, POA, 16 Sept 1944.

\* STEVENSON, Robert T., LT, USN, Winnsboro, S. C.: Torpedo and gunnery officer, USS Parche, fifth war patrol, Honshu, Japan, 19 Mar to 30 Apr 1945.

★ TAYLOR, William R., LTJG, USNR, South Hill, Va.: CO, USS LCI (G) 467, Guam, Leyte, Asia Islands, Lingayen Gulf and Kerama Retto, July 1944 to June 1945.

\*WALDRON, John C., LT (then LTJG), USNR, Philadelphia, Pa.: CO, USS SC-525, Menton, France, September 1944.

\* WILLIS, John H., CAPT, USN, Annapolis, Md.: CO, USS Henrico, during the amphibious assault on the coast of France, 6 June 1944.

### FANTAIL FORUM-

QUESTION: What's the best rate in the new rating structure (which goes into effect about 15 Jan 1948)?

(Interviews were conducted at Headquarters 13th NavDist, Seattle, Wash.)



Irwin W. Smith, CRM, Barnwell, S.C.: I've enjoyed working in a teletype communications office for the past two years. In my opinion it is a most efficient means of communication. A teleman would be my choice.



John J. Hagerty, S1, Royal Oak, Mich.: I believe that the journalist rate is about the best, because it gives a man plenty of excuse for using his own brains, and making something interesting out of routine matters.



Thomas M. Roberts, CM, Seattle, Wash.: I think I would stick to being a metalsmith. It gives me the type of work I enjoy doing. I have learned so many varied things from this work that I can branch out into other jobs.



Charles U. Tallon, S1, Butte, Mont.: Electronics technician-It's a wider field for a man with ambition. It gives you a start and thus an opportunity to get ahead "outside" because electronics is a growing field with lots of new openings.



Thomas D. Milton, FC3, Houston, Tex.: Fire control technician -It's still the best rate in the Navy. I've always been "nuts" about ordnance, and the firecontrolman is probably the most technical and, in my opinion, interesting rate in ordnance.



James W. Farrell, ETM3, Los Angeles, Calif.: I'll stick by an electronics technician. It will be almost exactly like my present rate - and that's tops. You learn lots of technical information, and there are more chances for advancement.



John A. Ratliff, BM2. Amarillo, Tex.: Boatswain's mate. I've been in the Navy for 41/2 years, and it has grown on me ever since I first went to sea. There's just one thing I can't figure out. What is the Navy going to do without the traditional coxswain?



Henry . J. Bittmann, CMM, Olympia, Wash.: Having completed over 19 years in the Navy, I have always found the machinist's mate rates interesting. I believe during the war there were too many specialist rates, but the new rating system will reduce that number.



Hugh G. Nelson, PHM1, Campbell, Calif.: Hospital corpsman-I guess I've always liked to work with fellows who are sick. There are a lot of technical specialties with this job, and any one of them can prepare a man for many jobs in civilian life.

### ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

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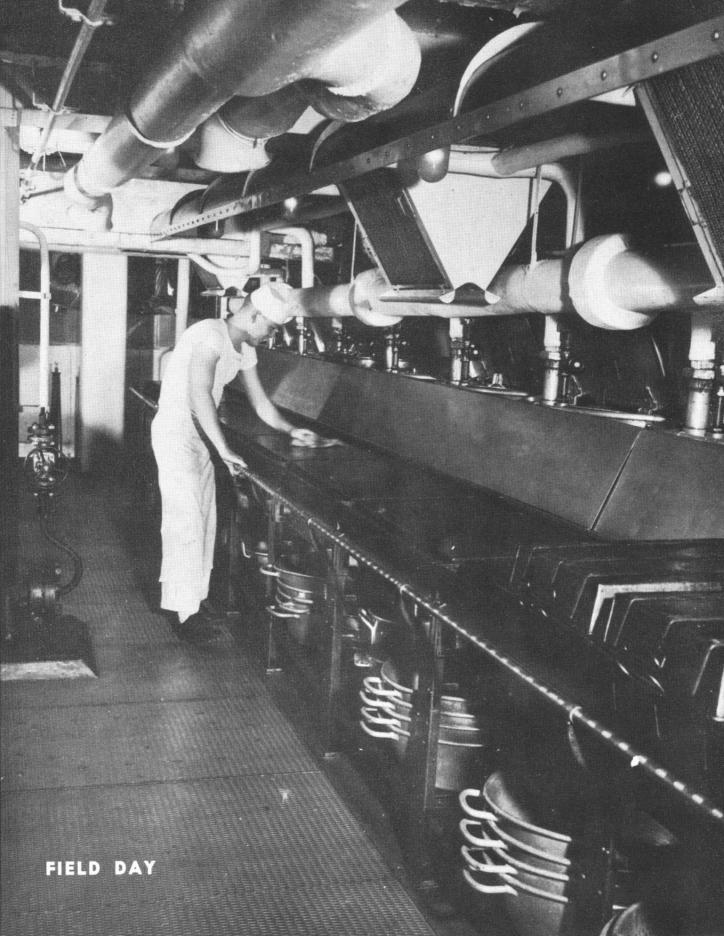
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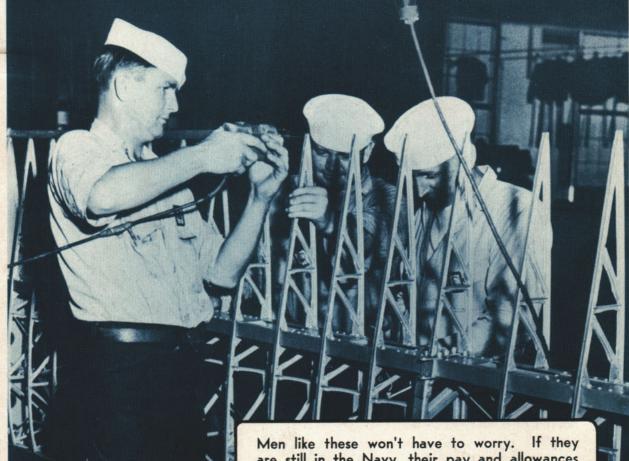
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• AT RIGHT: Shining up the galley on board a carrier for weekly inspection is Billie Joe Stringer, SC2, who is finishing up on the hot plates.









Men like these won't have to worry. If they are still in the Navy, their pay and allowances go on. . . . If they've made their 20, left the Service and are practicing their skilled trades in private industry, they are secure in the knowledge that they will have a Government income every month, as long as they live, whether they work or not!

AGOOD REASON FOR SHIPPING OVER

ANOTHER